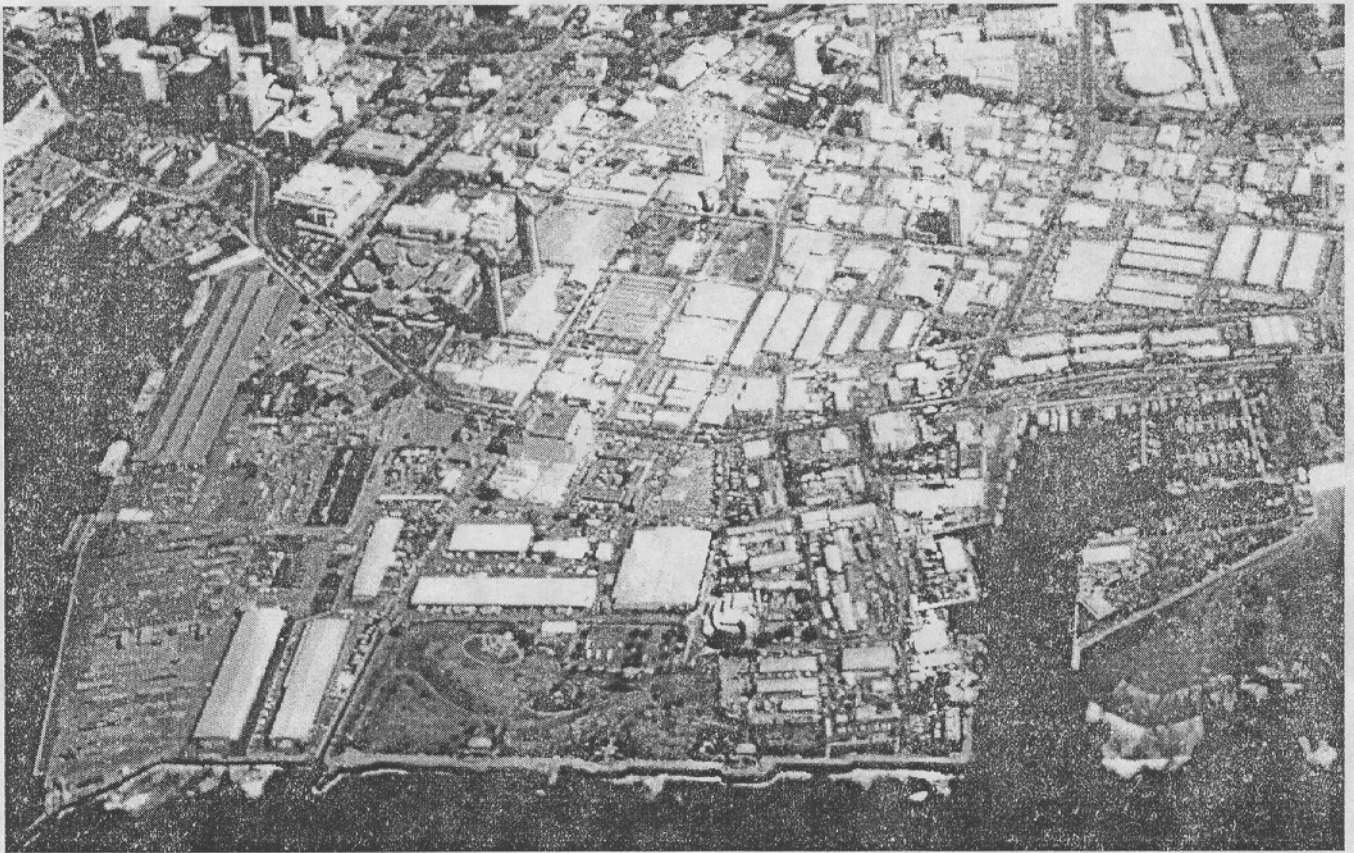


JUN 23 1998

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# Kakaako Community Development District Makai Area Plan

## Final Supplemental Environmental Impact Statement



Prepared for:  
**Hawaii Community Development Authority**

Prepared by:  
**Wilson Okamoto & Associates**

June 1998




**KAKAAKO COMMUNITY DEVELOPMENT DISTRICT  
MAKAI AREA PLAN**

**FINAL SUPPLEMENTAL  
ENVIRONMENTAL IMPACT STATEMENT**

Prepared for: Hawaii Community Development Authority  
State of Hawaii

Responsible  
Official: This document has been prepared under my direction pursuant to the  
requirements of Chapter 343, Hawaii Revised Statutes.

  
\_\_\_\_\_  
Ian S. Yokota, Executive Director  
Hawaii Community Development Authority  
State of Hawaii

6/10/98  
Date

Accepting  
Authority: Governor, State of Hawaii

Prepared by: Wilson Okamoto & Associates, Inc.

June 1998

**Kakaako Community Development District**

# **Makai Area Plan**

**Final Supplemental Environmental Impact Statement**

**Prepared for:  
Hawaii Community Development Authority**

**Prepared by:  
Wilson Okamoto & Associates, Inc.**

**June 1998**

**TABLE OF CONTENTS**

|   | <u>Page</u> |
|---|-------------|
| 1. INTRODUCTION .....   | 1-1         |
| 1.1 Purpose and Need for EIS .....  | 1-1         |
| 1.2 Background .....  | 1-1         |
| 1.3 Existing 1990 Makai Area Plan .....                                       | 1-4         |
| 1.4 1994 Proposed Revisions .....   | 1-6         |
| 1.5 1998 Proposed Plan Revisions .....  | 1-7         |
| 2. DESCRIPTION OF THE PROPOSED ACTION .....                                   | 2-1         |
| 2.1 Introduction .....  | 2-1         |
| 2.2 Land Use and Development Concept .....                                    | 2-1         |
| 2.3 Transportation .....  | 2-3         |
| 2.4 Open Space and Recreation .....   | 2-7         |
| 2.5 Urban Design Plan .....   | 2-7         |
| 2.6 General Phasing .....   | 2-9         |
| 2.7 Project Funding .....   | 2-10        |
| 3. EXISTING ENVIRONMENT, ANTICIPATED IMPACTS AND MITIGATION<br>MEASURES ..... | 3-1         |
| 3.1 Overview .....  | 3-1         |
| 3.2 Physical Environment .....  | 3-1         |
| 3.2.1 Climate .....   | 3-1         |
| 3.2.2 Geology, Topography and Soils .....                                     | 3-1         |
| 3.2.3 Hydrology and Drainage .....  | 3-2         |
| 3.2.4 Flood, Earthquake and Tsunami Hazards .....                             | 3-3         |
| 3.2.5 Biota .....   | 3-5         |
| 3.2.6 Air Quality .....   | 3-6         |
| 3.2.7 Noise Quality .....   | 3-7         |
| 3.2.8 Water Quality .....   | 3-8         |
| 3.3 SOCIO-ECONOMIC ENVIRONMENT .....  | 3-9         |
| 3.3.1 Land Uses and Encumbrances .....  | 3-9         |
| 3.3.2 Population Characteristics .....  | 3-13        |
| 3.3.3 Economic Characteristics .....  | 3-14        |
| 3.3.4 Displacement .....  | 3-15        |
| 3.3.5 Open Space, Recreational and Visual Resources .....                     | 3-16        |
| 3.3.6 Historic and Archaeological Resources .....                             | 3-18        |



## TABLE OF CONTENTS (CONT.)

|  | Page |
|--|------|
| 3.4 INFRASTRUCTURE SYSTEMS AND SERVICES.....                       | 3-20 |
| 3.4.1 Transportation System .....                                  | 3-20 |
| 3.4.2 Water System .....   | 3-26 |
| 3.4.3 Wastewater System .....                                      | 3-27 |
| 3.4.4 Drainage System .....  | 3-29 |
| 3.4.5 Solid Waste Collection and Disposal System .....             | 3-32 |
| 3.4.6 Power and Communication Systems .....                        | 3-32 |
| 3.4.7 Police, Fire and Civil Defense .....                         | 3-33 |
| 3.4.8 Medical Services .....                                       | 3-34 |
| 3.4.9 Schools .....  | 3-34 |
| 4. RELATIONSHIP TO LAND USE PLANS AND POLICIES .....               | 4-1  |
| 4.1 Overview .....   | 4-1  |
| 4.2 Federal Policies and Controls .....                            | 4-1  |
| 4.3 State Plans, Policies, and Controls .....                      | 4-2  |
| 4.3.1 Hawaii State Plan .....                                      | 4-2  |
| 4.3.2 State Environmental Policy (HRS §344) .....                  | 4-10 |
| 4.3.3 State Functional Plans .....                                 | 4-10 |
| 4.3.4 State Land Use Districts .....                               | 4-13 |
| 4.3.5 Coastal Zone Management .....                                | 4-14 |
| 4.3.6 Special Management Area and Shoreline Setback Variance ..... | 4-16 |
| 4.3.7 Honolulu Waterfront Master Plan .....                        | 4-16 |
| 4.3.8 Oahu Commercial Harbors 2020 Master Plan .....               | 4-18 |
| 4.3.9 Kakaako Community Development District Plan .....            | 4-18 |
| 4.4 County Plans, Policies, and Controls .....                     | 4-21 |
| 4.4.1 City and County of Honolulu Development Plan .....           | 4-21 |
| 4.4.2 Zoning .....   | 4-21 |
| 4.5 Necessary Permits and Approvals .....                          | 4-21 |
| 5. ALTERNATIVES TO THE PROPOSED ACTION .....                       | 5-1  |
| 5.1 No Action Alternative: Existing Makai Area Plan .....          | 5-1  |
| 5.2 1994 Proposed Makai Area Plan .....                            | 5-1  |
| 5.3 Alternative Locations .....                                    | 5-2  |

**TABLE OF CONTENTS (CONT.)**

|   | <u>Page</u> |
|---|-------------|
| 6. RELATIONSHIP BETWEEN SHORT-TERM USES & LONG-TERM<br>PRODUCTIVITY .....                           | 6-1         |
| 7. IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES BY THE<br>PROPOSED ACTION .....               | 7-1         |
| 8. PROBABLE ADVERSE ENVIRONMENTAL IMPACTS WHICH ARE<br>UNAVOIDABLE .....                            | 8-1         |
| 8.1 Short-Term Impacts .....  | 8-1         |
| 8.2 Long-Term Impacts .....   | 8-1         |
| 9. SUMMARY OF UNRESOLVED ISSUES.....  | 9-1         |
| 10. PREPARERS OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT                                    | 10-2        |
| 11. REFERENCES .....  | 11-1        |
| 12. PARTIES CONSULTED DURING THE PREPARATION OF THE DRAFT<br>SUPPLEMENTAL EIS .....                 | 12-1        |
| 13. PARTIES CONSULTED DURING THE PREPARATION OF THE FINAL<br>SUPPLEMENTAL EIS .....                 | 13-1        |
| Appendix      Traffic Analysis for the Kakaako Makai Area Plan, Kaku Associates, Inc.<br>March 1998 |             |

**LIST OF FIGURES**

|  | <u>Page</u> |
|--|-------------|
| Figure 1-1 Location Map .....                          | 1-3         |
| Figure 1-2 Existing Land Use Plan.....                 | 1-5         |
| Figure 1-3 1998 Proposed Makai Area Plan.....          | 1-8         |
| Figure 2-1 1994 and 1998 Proposed Land Use Plans ..... | 2-2         |
| Figure 2-2 Vehicular Circulation .....                 | 2-4         |
| Figure 2-3 Bicycle Facilities Plan.....                | 2-6         |
| Figure 2-4 Pedestrianways Plan.....                    | 2-8         |
| Figure 3-1 Flood Map .....                             | 3-4         |
| Figure 3-2 Existing Uses.....                          | 3-11        |
| Figure 3-3 Existing Views .....                        | 3-17        |
| Figure 3-4 Maximum Height and Density Plan.....        | 3-19        |
| Figure 3-5 Proposed Roadway Improvements.....          | 3-23        |
| Figure 3-6 Water System Master Plan .....              | 3-28        |
| Figure 3-7 Sewer System Master Plan.....               | 3-30        |
| Figure 3-8 Drainage System Master Plan .....           | 3-31        |
| Figure 4-1 Special Management Area .....               | 4-17        |

**LIST OF TABLES**

|   | <u>Page</u> |
|---|-------------|
| Table 1-1 Comparison of Existing and Proposed Makai Area Plans..... | 1-10        |
| Table 2-1 Existing and Proposed Kakaako Makai Area Land Use.....    | 2-5         |
| Table 3-1 Existing and Projected Year 2020 Traffic Conditions.....  | 3-22        |

## **SUMMARY OF THE PROPOSED ACTION**

|                      |   |
|----------------------|---|
| Proposing Agency:    | Hawaii Community Development Authority<br>State of Hawaii<br>677 Ala Moana Boulevard, Suite 1001<br>Honolulu, Hawaii 96813<br>Contact: Jan S. Yokota, Executive Director  |
| SEIS Preparer:       | Wilson Okamoto and Associates, Inc.<br>1907 South Beretania Street, Suite 400<br>Honolulu, Hawaii 96826<br>Contact: Rodney Funakoshi, Project Manager   |
| Accepting Authority: | Governor, State of Hawaii   |
| Tax Map Keys:        | 2-1-15, 2-1-58, 2-1-59, 2-1-60 (all parcels)  |
| Land Area:           | Approximately 227 acres   |
| Location:            | Kakaako (Makai Area)<br>Honolulu, Hawaii  |
| Landowners:          | State of Hawaii<br>Federal Government<br>Kamehameha Schools/Bernice Pauahi Bishop Estate<br>Hawaiian Electric Company   |
| Existing Uses:       | Maritime industrial cargo and warehousing, light industrial, public facility, commercial offices, Kakaako Waterfront Park, Kewalo Basin Park, marina berths, maritime support operations, marine research, and restaurant operation.              |
| Proposed Action:     | Revisions to the Kakaako Makai Area Plan, including roadway system changes, reestablishment of the Commercial (C) zone, addition of a Mixed Use Zone-Industrial (MUZ-I), development of a world-class aquarium, and various urban design changes. |

The Hawaii Community Development Authority (HCDA) proposes to revise the Kakaako Makai Area Plan. The Makai Area boundary currently encompasses about 221 acres bounded by Kewalo Basin to the east, Ala Moana Boulevard to the north, Piers 1 and 2 to the west and Mamala Bay to the south. Also included in the Makai Area is the Hawaiian Electric Company (HECO) parcel on Nimitz Highway near Downtown Honolulu.

Major elements of the proposed Makai Area Plan include:

- Development of a world-class aquarium and marine research facility;
- Development of a maximum floor area of approximately 7.53 million square feet of commercial, office, retail, and waterfront industrial uses;
- Revisions to the roadway system including designating Ilalo Street as the principal collector street for the Makai Area, construction of the Punchbowl Street and Ward Avenue extensions, extending South Street, and widening the north-south roads;
- A Mauka-Makai Promenade which will extend the waterfront park mauka and enhance the linkage between the Mauka and Makai lands across Ala Moana Boulevard;
- An amphitheater seating up to 2,000 persons;
- A children's museum; and
- Improvements to the water, wastewater, drainage, electrical and communication systems.

Over 80 percent of lands in the Makai Area are owned by the State of Hawaii with most of the remaining private lands owned by Bishop Estate. Phasing will occur in a general Diamond Head-to-Ewa direction in conjunction with the planned redevelopment of the Kewalo waterfront and the expiration of existing leases in the central Makai Area.

In accordance with Chapter 343, Hawaii Revised Statutes, the HCDA has determined that a Supplemental Environmental Impact Statement (EIS) should be prepared for proposed changes to the development strategy in the Makai Area Plan. Following the initial EIS for the overall Kakaako Community Development District in 1983, supplemental EIS's were prepared for the Makai Area Plan in 1985, 1990 and most recently in 1994.

The EIS Administrative Rules (Title 11, Chapter 200, Subchapter 10) provide that a Supplemental EIS should be prepared when a major change in the proposed action occurs

such that new or different environmental impacts are anticipated. The focus of this Supplemental EIS is on the proposed revisions to the Makai Area Plan. The portions of the Makai Area Plan which remain unchanged are not assessed in this Supplemental EIS. Concurrent with the preparation of this Supplemental EIS, the HCDA is in the process of amending the current Makai Area Plan and Makai Area Rules to reflect the revised land use plans.

#### **SIGNIFICANT BENEFICIAL AND ADVERSE IMPACTS AND PROPOSED MITIGATION MEASURES**

**Hydrology and Drainage:** During the short-term construction period, storm runoff may carry increased amounts of sediment into the storm drain system due to erosion from exposed soils, which could subsequently impact the water quality of nearshore waters in the area. Adherence to the regulatory requirements including the preparation of Drainage and Erosion Control Plans will mitigate discharge of sediment runoff and pollutants resulting from construction activities.

**Air Quality:** Short-term, construction-related air quality impacts may result from excavation activities, transportation of excavated material, and emission of hydrocarbons or exhaust fumes from construction equipment and employee vehicles. All construction equipment must meet the requirements of State emission control laws in order to mitigate the effects of construction on air quality.

Long-term impacts on air quality will generally be traffic-related as traffic emissions may cause elevated carbon monoxide levels along the Nimitz Highway/Ala Moana Boulevard corridor. These impacts, however, are anticipated with or without the project. Roadway system improvements will mitigate air quality impacts by facilitating the regional flow of traffic through the area, thus reducing the potential for accumulation of carbon monoxide.

**Noise Quality:** Construction activity will involve construction equipment and activity which may create short-term increases in noise levels. A permit will be obtained from the Department of Health to operate vehicles, construction equipment, and power tools which emit noise levels in excess of the allowable limits.

**Water Quality:** Temporary water quality impacts may be expected during the short-term construction period as a result of soil disturbance and dewatering activities. Adherence to conditions imposed by the applicable water quality permits will mitigate possible impacts to water resources.

**Land Uses and Ownership:** Implementation of the Makai Area Plan will upgrade a predominantly underutilized commercial-industrial area into a higher density environment. The proposed land use changes and road and infrastructure improvements will result in displacement of current users and activities.

**Economic Characteristics:** Short-term economic impacts will arise from the displacement of businesses required to relocate as the area undergoes redevelopment, although short-term construction jobs will be generated over the entire planning period as public and private developments proceed. Long-term employment would be provided by the commercial, retail, restaurant, office and maritime industrial activities. An overall growth in the economic activity of the area is envisioned to provide increased revenue to State-financed redevelopment activities in Kakaako. The State will derive lease rent revenues from the commercial developments as well as increased general excise and income tax revenues. The City and County of Honolulu will benefit from the higher property tax base created by redevelopment of the Makai Area.

**Displacement:** Businesses facing displacement may encounter hardships in relocation. Relocation services and payments will be implemented using relocation guidelines specified in Chapter 15-24, Hawaii Administrative Rules. Implementation of the Makai Area will be phased to minimize disruption, and landowners and lessees will be kept apprised of pending developments and the relocation assistance offered by the State.

**Open Space, Recreational and Visual Resources:** The Makai Area Plan will positively impact open space, recreational and visual resources in the long term as it proposes a stronger linkage of the waterfront park to the city and an expanded variety of park environments within the Makai Area. Enhanced mauka-makai view corridors will be created with the implementation of the Mauka-Makai promenade and open spaces of the Makai Area Plan.

**Roadway and Utility Systems:** Major changes to the roadway system are planned. Ilalo Street is proposed to serve as the principal collector street in the Makai Area. Two extensions are required to connect with Ilalo Street to create a through street. The west extension begins at the present Punchbowl Street-Ala Moana Boulevard intersection, where it will curve south, connecting at the existing Keawe Street-Ilalo Street intersection. The east extension will run through the existing State office building parking lot and curve up, connecting at the Ward Avenue-Ala Moana Boulevard intersection. Other revisions include extending South Street south along its present alignment and closing portions of Olomehani and Ohe Streets.



Implementation of the Makai Area Plan will involve substantial improvements to the existing water, wastewater and drainage systems in the area. Power and communication systems will also require extensive upgrades. Planned improvements of all utility systems will be coordinated with the appropriate agencies to assure that each system can be adequately designed to accommodate necessary capacities for users in the Makai Area.

#### *SUMMARY OF UNRESOLVED ISSUES*

*Project Plan and Design: The proposed revised Makai Area Plan and Rules remain to be finalized. The plan may undergo revisions based on response to public input and to conform to applicable agency requirements.*

*Permits: A number of permits and approvals will be required prior to construction of the project.*

*Relocation: Upon completion of negotiations with lessees in the Makai Area, the State will assist in relocating businesses who will be displaced in accordance with applicable Federal and State Requirements.*

*Roadway System and Traffic: Improvements to Ilalo Street, the Ilalo Street extensions, and Ahui Street will be undertaken within the next one to two years. Improvements to Koula, Coral and Keawe Streets will be dependent on the pace of development and the availability of funds.*

*Utility Systems: The timing of infrastructure improvements is anticipated to take place concurrently with roadway improvements.*

#### *COMPATIBILITY WITH LAND USE PLANS AND POLICIES*

The Makai Area Plan is consistent with the various land use plans, policies and regulatory controls. In many instances, the Makai Area Plan supersedes and furthers the goals of the State and County's functional and development plans, including but not limited to the Hawaii State Plan, and appropriate Functional Plans, and the City and County of Honolulu's General Plan, Development Plan, and Land Use Ordinance.

## REQUIRED PERMITS AND APPROVALS

A number of major approvals must be obtained prior to development of the Makai Area. A listing of all required permits is included at the end of Chapter 4. The following is a summary list of major permits and approvals that are required prior to project construction:

- Development Permit (HCDA)
- FAA Airspace Review (Federal Aviation Regulations Part 77) for construction which may affect navigable airspace
- Special Management Area, Office of Planning
- National Pollutant Discharge Elimination System Permit, Department of Health
- Section 401 Water Quality Certification, Department of Health
- Grading and Dewatering Permits, City Department of Public Works
- *Department of the Army Permit*

In addition, necessary approvals for project design, development agreements, and project funding will be established.

## **1. INTRODUCTION**

### **1.1 Purpose and Need for EIS**

The Hawaii Community Development Authority (HCDA) proposes to revise its Makai Area Plan which was originally established in 1983 and updated in 1990. The Makai Area Plan sets forth the development objectives and rationale for the orderly redevelopment of the Kakaako Community Development District's Makai Area as described in Section 1.2 below.

In accordance with Chapter 343, Hawaii Revised Statutes, the HCDA has determined that a Supplemental Environmental Impact Statement (EIS) should be prepared for proposed changes to the Makai Area Plan. The original EIS for the overall Kakaako Community Development District was prepared in 1983. A separate Makai Area Plan was adopted by the HCDA in 1983. Supplemental EIS's were prepared for the Makai Area Plan in 1985, 1990 and most recently in 1994.

The purpose of this Draft Supplemental EIS is to describe the proposed changes to the Makai Area Plan and disclose anticipated environmental, economic and social impacts from the plan's revised components. This Supplemental EIS was prepared in compliance with the EIS law of Chapter 343, Hawaii Revised Statutes and the accompanying Administrative Rules of the Department of Health. The EIS Rules (Title 11, Chapter 200, Subchapter 10) provide for the preparation of a Supplemental EIS when a major change in the proposed action occurs such that new or different environmental impacts are anticipated.

The focus of the impact assessment portion of this Supplemental EIS is on the proposed revisions to the Makai Area Plan which differ from the revisions proposed in 1994. The portions of the Makai Area Plan which remain unchanged from the 1994 proposed revisions are not required to be assessed in this Supplemental EIS.

### **1.2 Background**

The Kakaako Community Development District, originally established by the Hawaii Legislature in 1976, has been divided into a Mauka Area and a Makai Area. The Mauka area is bounded by Punchbowl Street, King Street, Piikoi Street and Ala Moana Boulevard. The Makai Area as originally established in 1982 included approximately 133 acres extending makai of Ala Moana Boulevard between Kewalo Basin and Pier 4. In its

1985 revision to the Kakaako Makai Area Plan, the HCDA addressed the following concerns unique to the Makai Area:

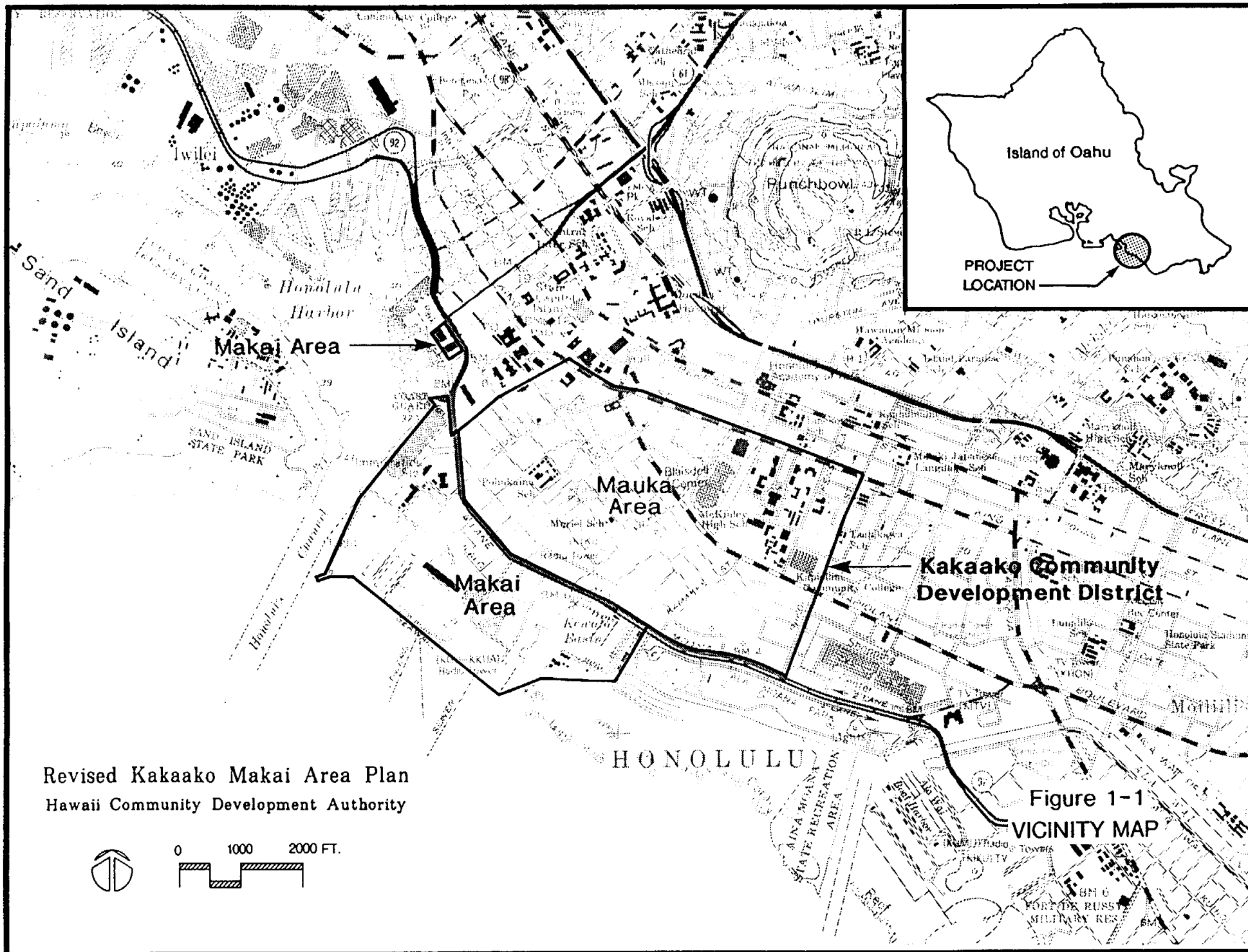
- recognition of harbor uses at the Fort Armstrong area
- a central residential area
- the preservation of scenic views
- a 30-acre proposed waterfront park at the end of the Kakaako peninsula,
- the Makai Area as a potential relocation site for displaced Kakaako Mauka Area businesses.

In 1987, the State Legislature expanded the Makai Area boundaries to include all lands makai of Ala Moana Boulevard from Ala Moana Park to Aloha Tower, expanding the Makai Area from 133 acres to 227 acres. In 1990, however, the lands between Piers 4 and 8 were reassigned to the Aloha Tower Development Corporation, except for the property occupied by Hawaiian Electric Company makai of Nimitz Highway, reducing the Makai Area to 221 acres. See Figure 1-1, Location Map.

The 1990 revisions to the Kakaako Makai Area boundaries also brought revisions to the Makai Area Plan. Specifically, residential and industrial uses were eliminated from the Makai Area. Other major revisions from the original development concepts of the 1985 plan included:

- the relocation of many existing uses to Sand Island, Kapalama, and Honolulu Harbor,
- revision of the roadway system to include a Cooke/Ohe couplet of one-way streets,
- the expansion of Ala Moana Park into Kewalo Basin,
- the creation of an inland waterway system,
- the provision for cultural and educational facilities within the waterfront park, and
- passenger cruise ship terminals at Piers 1 and 2.

Between 1991 to 1993, the HCDA conducted several feasibility studies on many of the proposed ideas in the 1990 plan. These studies led to a reevaluation of the land use pattern and concepts in the Makai Area. The resulting changes were articulated in the 1994 Proposed Makai Area Plan and SEIS. Overall, there was the desire to create a stronger mauka-makai link, a more active pedestrian environment, and to improve vehicular and pedestrian flow through the area. A residential component was incorporated into the plan due to the strong demand for housing in Honolulu. The plan also added several blocks above Ala Moana Boulevard along Cooke Street to the Makai Area boundaries to continue to reinforce the central promenade theme through the mauka area. The transportation system was reevaluated to accommodate two major couplets (pair of one-way streets) for Ala Moana Boulevard/Ward Avenue, and Cooke/Koula Streets. In addition, the plan increased the maximum building height along Ala Moana Boulevard



Revised Kakaako Makai Area Plan  
Hawaii Community Development Authority

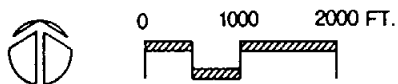


Figure 1-1  
VICINITY MAP

from 200 feet to 300 feet. Other changes included the deletion of the system of inland waterways and the proposed amphitheater was made smaller. Although the Final Supplemental EIS was accepted in October 1994, the proposed revisions to the Makai Area Plan were never adopted by the HCDA.

Since 1994, additional studies have been conducted to fine-tune the proposed Plan. Overall, there was a desire to balance public costs with revenues from private development, and at the same time, create a more lively urban environment and improve vehicular and pedestrian flow through the area. These objectives are the basis of the proposed revisions to the Makai Area Plan.

### **1.3 Existing 1990 Makai Area Plan**

To better understand the context of the proposed revisions, a brief summary of the existing Makai Area Plan is presented here.

The present Makai Area Plan adopted in 1990 advocates:

- mixed uses including commercial, recreational and maritime uses,
- urban design policies to preserve view planes and corridors,
- preservation of historic sites,
- reliance on public transportation and pedestrian circulation,
- concept of a people-oriented gathering place, and
- supportive development of public facilities and infrastructure.

The Makai Area Plan has the following components: land use, transportation, open space, urban design, infrastructure, historic resources, social and safety, relocation, financial program, and phasing. The accompanying Makai Area Rules help implement the Plan by regulating the use, zoning, and development of all Makai Area lands.

Existing Land Use Plan. The existing land use plan is based on the concept of encouraging a people-oriented gathering place in a park-like setting. It allocates approximately 70 acres of park lands and 7.5 million square feet of potential commercial office and retail shopping uses within the 227-acre Makai Area. Significant elements of the existing plan include expansion of Ala Moana Park into Kewalo Basin, Kewalo Basin expansion, Kewalo commercial redevelopment, Kakaako Waterfront Park expansion including land reclamation for a beach park, passenger cruise ship terminals at Piers 1 and 2, and expanded water frontage at Pier 4. The inland waterway system was deleted in a 1993 amendment to the Plan. See Figure 1-2.

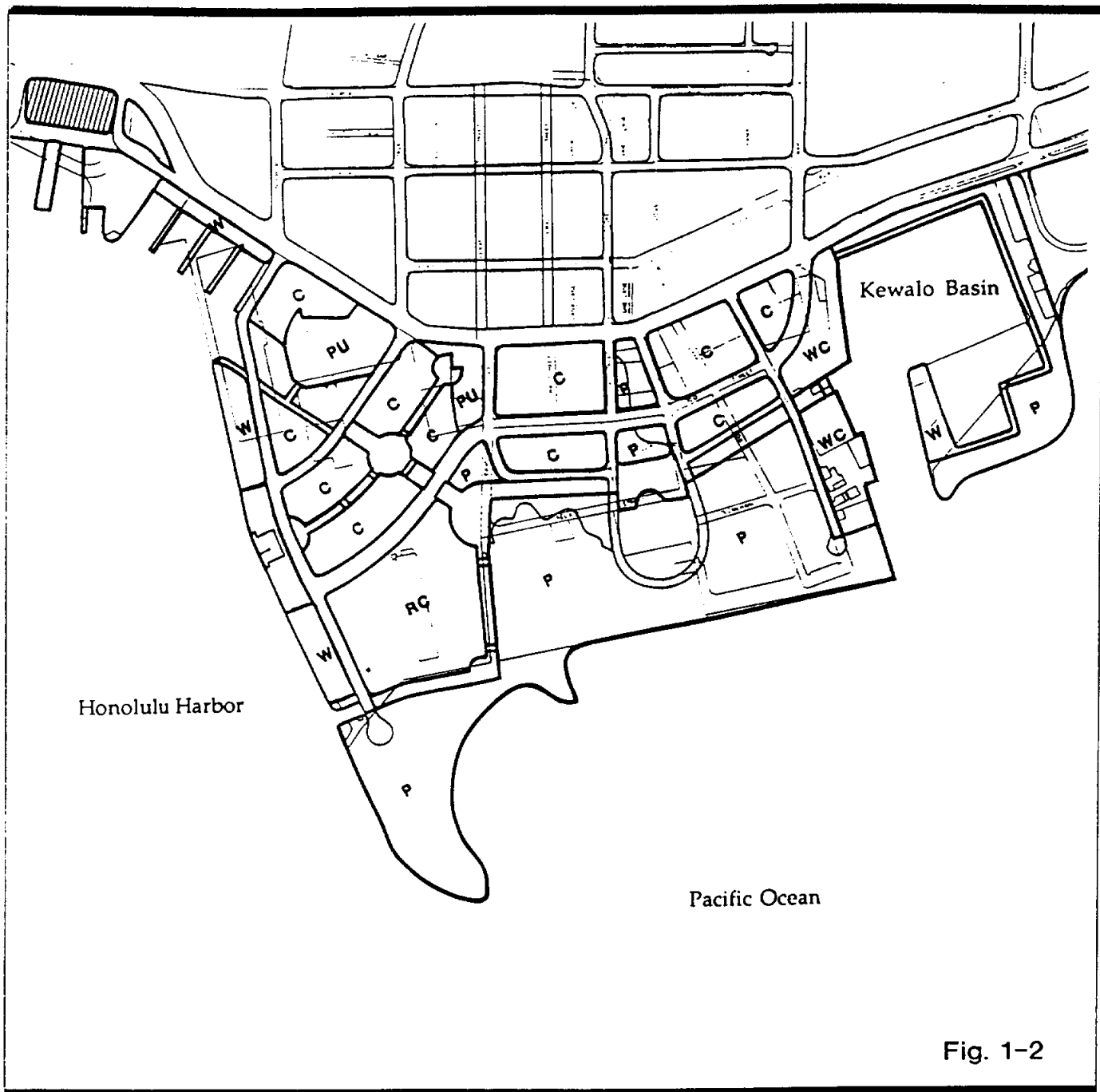
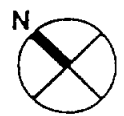
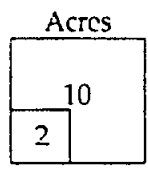
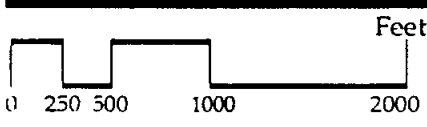



Fig. 1-2



**Legend**

- P** Park
- PU** Public
- C** Commercial
- W** Waterfront Service

- WC** Waterfront Commercial
- RC** Recreational Commercial
-  Aloha Tower Special District

**1990 Makai Area Plan**



Existing Transportation Plan. The existing Transportation Plan includes some major alterations to the roadway system. Punchbowl Street and South Street would extend into the Makai Area as a one-way couplet. Ward Avenue would be extended into the Makai Area along Ilalo Street to Keawe Street where it would turn westerly to intersect with the Punchbowl Street Extension. Cooke and Ohe Streets would be a one-way couplet and serve as the primary park and peninsula entrance. Coral and Koula Streets would be closed. In addition, the plan incorporated possible tunnel alignments for the proposed Sand Island bypass and tunnel which was recommended by the Honolulu Waterfront Master Plan.

Existing Open Space Plan. The open space and recreational plan envisions waterfront parks linked by a series of linear parkways, or a "lei of green". The 30-acre Waterfront Park and the Kewalo Basin Park have been developed. Building heights would descend towards the waterfront, transitioning from tall buildings mauka of Ala Moana Boulevard (up to 400 feet) to lower, 200-foot limit structures in the Makai Area, down to 45 feet along the waterfront. Streetwalls would be limited to 45 feet, with tower setbacks to 75 feet. Maximum floor area ratios (ratio of building floor area to land area) range from 1.5 to 3.5 depending on land area.

Existing Phasing Plan. The existing phasing plan provides two phases. Development in Phase I would include projects such as the Kakaako Waterfront Park (initial phase completed in 1993), seawall renovation, promenade, Ala Moana Park Expansion into Kewalo Basin, Kewalo Basin Ewa-Edge redevelopment, and commercial development east of Keawe Street. Phase II includes additional inland waterways, offshore landfilling off of Fort Armstrong, and new berthing terminals at Piers 1 and 2 and commercial development west of Keawe Street to Punchbowl Street.

#### **1.4 1994 Proposed Revisions**

In 1992, the HCDA embarked on a comprehensive revision of its development strategy for the Makai Area. Although the revisions were not adopted by the HCDA, a Final Supplemental EIS was accepted in October 1994. Overall, there was the desire to create a stronger mauka-makai link, a more lively urban environment, and improve vehicular and pedestrian flow through the area. Some of the major plan components such as the system of inland waterways, and large amphitheater were reevaluated and deleted from the plan.

Relative to land use, a major revision proposed in 1994 was the replacement of commercial space with a mixed land use concept to provide the State with more flexibility in responding to changing market conditions. In particular, the allowance of mixed uses would have enabled residential uses to be accommodated in the Makai Area.

The transportation network was also reevaluated, with major changes proposed to the street system to facilitate access through the area. Two major roadway couplets (pair of one-way streets) were proposed. Ala Moana Boulevard was proposed to be made one-way Ewa bound from Ward Avenue to Punchbowl Street, while an extension of Ward Avenue through the makai peninsula would have been made one-way Diamond Head bound. Cooke Street and Koula Street would also have been made into a couplet to better serve the central promenade area of the Plan. The urban design strategy replaced the planned large superblocks with smaller blocks which are more conducive to incremental development and which would have improved the relationship of the Mauka and Makai Areas. The planned inland waterway system was deleted due to economic considerations.

The open space and recreation plan was reoriented to lend a stronger focus to a central promenade extending up from the waterfront park to better connect the Mauka and Makai Areas. Several blocks above Ala Moana Boulevard along Cooke Street were added to the Makai Area boundaries to continue and reinforce the central promenade theme up through the Mauka Area.

Additional urban design changes included the use of continuous streetwalls along the major boulevards, more variable heights than previously allowed (but with the same densities and maximum floor areas) ranging from 45 to 300 feet in areas makai of Ala Moana Boulevard, and up to 400 feet in areas mauka of Ala Moana Boulevard (presently allowed).

### **1.5 1998 Proposed Plan Revisions**

The overall vision for the Makai Area is to create an active commercial waterfront area that can achieve a people-oriented character through a variety of new developments. Proposed land uses and amenities include an expansive waterfront park, maritime uses along the harbor, a world-class aquarium, a children's museum and a theater for performing arts, and commercial development of the interior areas. It is anticipated that the development of a series of public open spaces, cultural facilities and amenities will characterize the Makai Area as a desirable place for residents and visitors alike. (See Figure 1-3, 1998 proposed Makai Area Plan)

One of the major revisions from the 1994 plan is the elimination of the residential component from the plan. At the time the 1994 plan was prepared, a strong demand for housing existed. The Mixed Use Zone (MUZ) was conceived as an area where residential development could be mixed with commercial activities. Upon further consideration, however, it was determined that residential use could conflict with the active waterfront environment which is desired in the Makai Area. Proposed public amenities, such as the

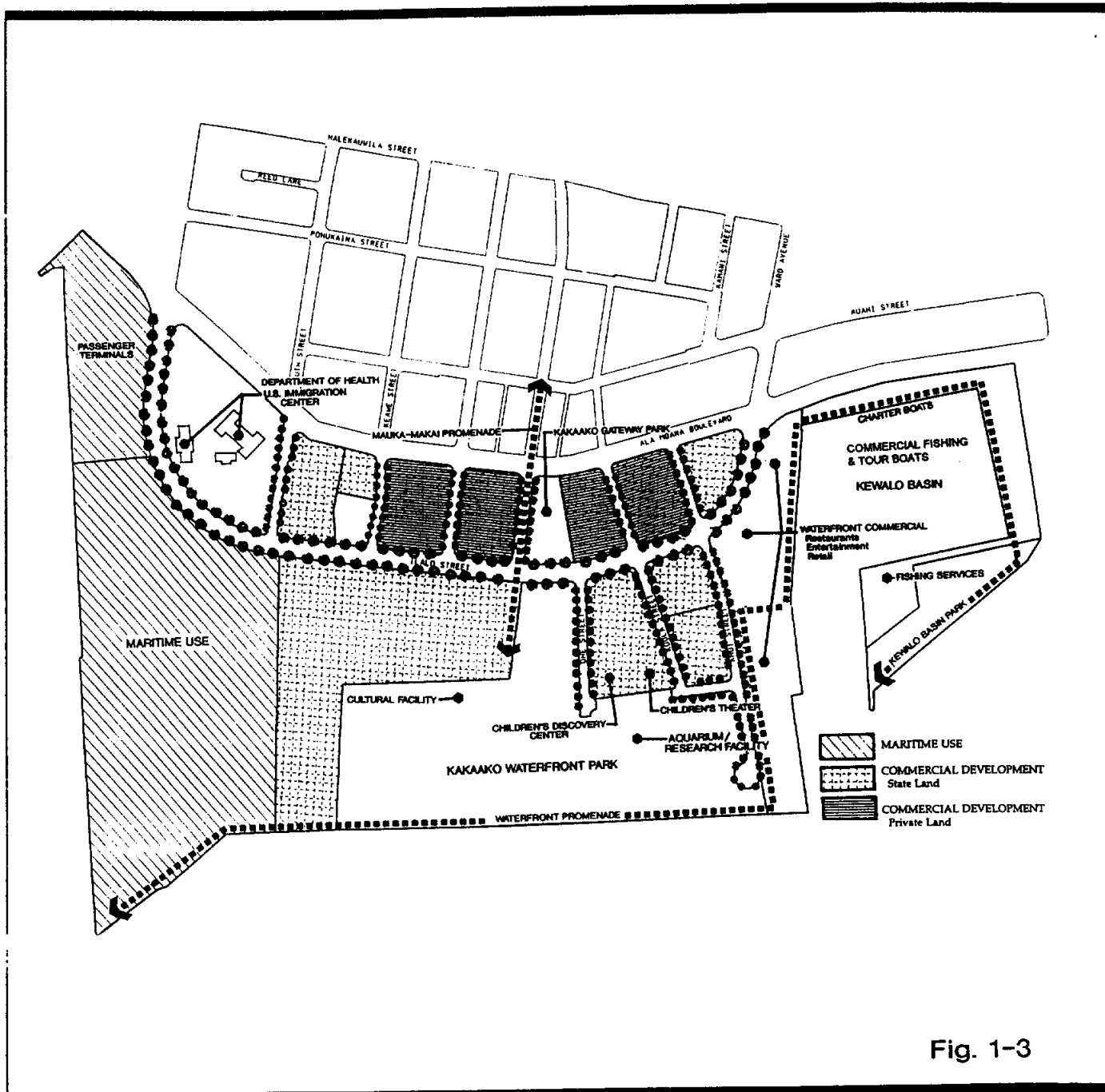


Fig. 1-3

# 1998 Makai Area Plan

March 1998

amphitheater, cultural facility, and children's play area, will generate a significant amount of noise which would adversely impact residential use, particularly if affordable, non-air-conditioned units were developed. Concerts and other special events which may be held in the Makai Area would also generate significant amounts of noise and traffic which would be incompatible with residential use. In addition, residential development would be incompatible with the industrial uses in the MUZ-I zone. At the same time, it was realized that the Makai Area's favorable location and amenities would make it an attractive location for new businesses. The Commercial (C) zone has been redesignated and is envisioned as an area which can accommodate a wide range of commercial land uses such as offices and retail establishments. In addition, a Mixed-Use Zone- Industrial (MUZ-I) zone has been added to support the maritime activities and facilities at Honolulu Harbor and the maximum building height in the Makai Area has been reduced from 300 to 200 feet.

Improvements to the transportation system were also reevaluated, leading to the elimination of the proposed roadway couplets. Under the couplet proposal, four through lanes would have been required along Ilalo Street at a minimum speed of 35 miles per hour to attain an acceptable level of service. Essentially, it was determined that higher speeds of traffic would be more divisive of land uses and less favorable for retail.

Proposed revisions to the transportation system include designating Ilalo Street as the principal collector street for the Makai Area. Ilalo Street would be extended at its western end to the Punchbowl-Ala Moana intersection and at its eastern end to the Ward Avenue-Ala Moana Boulevard intersection. Other revisions to the transportation system include the extension of South Street makai along its present alignment, and closing Ohe Street between Ala Moana Boulevard and Ilalo Street.

A comparison of the existing Makai Area Plan, 1994 SEIS Plan, and the Proposed Plan is presented in Table 1-1.

In the SEIS Preparation Notice for the proposed 1998 Makai Area Plan (December 1997), the addition of Hotel use was to be allowed in the Mixed Use Zone. Hotel use has since been deleted from the proposed plan due to concern expressed by the State Department of Business, Economic Development, and Tourism.

**TABLE 1-1**  
**COMPARISON OF EXISTING, 1994 AND 1998 PROPOSED**  
**KAKAAKO MAKAI AREA PLANS**

|                              | EXISTING PLAN   | 1994 PLAN*   | 1998 PROPOSED PLAN  |
|------------------------------|---|--|---|
| <b>BOUNDARY</b>              | Makai of Ala Moana Blvd Piers 1 and 2 to Kewalo Basin | Addition of several blocks mauka of Ala Moana Blvd along Cooke St. | Same as Existing Plan                                     |
| <b>LAND USE</b>              | W Waterfront Service (8 ac.)                          | W Waterfront Service (8 ac.)                                       |   |
|                              | P Park (70 ac.)                                       | P Park (89 ac.)  | P Park (46.6 ac.)   |
|                              | PU Public (7 ac.)                                     | PU Public (7 ac.)  | PU Public (10.2 ac.)                                      |
|                              | RC Recreation Commercial (16 ac.)                     | MUZ Mixed Use Zone (97 ac.)  |   |
|                              |   |  | MUZ-I Mixed Use Zone Ind. (62.3 ac.)                      |
|                              | C Commercial (39 ac.)                                 |  | C Commercial (53.8 ac.)                                   |
|                              | WC Waterfront Commercial (12 ac.)                     | WC Waterfront Commercial (12 ac.)                                  | WC Waterfront Commercial (22.7 ac.)                       |
| <b>TRANSPORTATION SYSTEM</b> | Ward Ave. Extension                                   | Ala Moana Blvd. /Ward Ave. Extension Couplet                       | Ward Ave./ Punchbowl Extensions through Ilalo Street      |
| <b>PARKS</b>                 | Waterfront park                                       | Same   | Same  |
|                              | Inland promenade                                      | Expanded   | Same as '94 Plan  |
|                              | Amphitheater  | Smaller  | Same as '94 Plan  |
|                              | Cultural arts complex                                 | Closer to Kewalo Basin   | Cultural facility in amphitheater                         |
|                              | Inland waterways                                      | Replaced by park expansion   | No waterways, less park expansion                         |
|                              |   |  | Aquarium  |
| <b>SHORELINE USES</b>        | Beach Park  | Same   | No beach park expansion                                   |
|                              | Kewalo commercial                                     | Same   | Same as '94 Plan  |
|                              | Kewalo Basin expansion                                | Maintain existing shoreline  | Same as '94 Plan  |
|                              | Pier 1-2 maritime                                     | Maintain existing shoreline  | Same as '94 Plan  |
| <b>URBAN DESIGN</b>          | People-oriented mixed use                             | Same   | Same  |
|                              | Mauka-makai linkages                                  | Mauka-makai promenade  | Same as '94 Plan  |
|                              | View corridors/pedestrian routes                      | Same   | Same as '94 Plan  |
| <b>HEIGHTS</b>               | 45 to 200 ft.   | 45 to 300 ft.  | 45 to 200 ft.   |
| <b>FLOOR AREA</b>            | 7.53 million sf maximum                               | Same, plus approx . 3 million S.F. in the Mauka Expansion area     | Same as Existing Plan                                     |
| <b>DENSITIES</b>             | 1.5 to 3.5 FAR  | 1.5 to 3.5 FAR   | 0.10 to 3.5 FAR   |
| <b>OPEN SPACE</b>            | 20% - developer discretion                            | 20% location prescribed  | 20% developer discretion with incentives provided by HCDA |
| <b>SETBACKS</b>              | 15 ft front yard                                      | Build to line w/continuous streetwall                              | 15 ft. landscaped setback or 5 ft paved                   |
|                              | 75 ft tower setback                                   | 15-24 ft tower setback   | setback if ground floor windows face street               |
|                              |   |  | 75 ft. setback for footprints > 16,000 s.f. towers        |

\* The 1994 Plan was not adopted by the HCDA

## **2. DESCRIPTION OF THE PROPOSED ACTION**

### **2.1 Introduction**

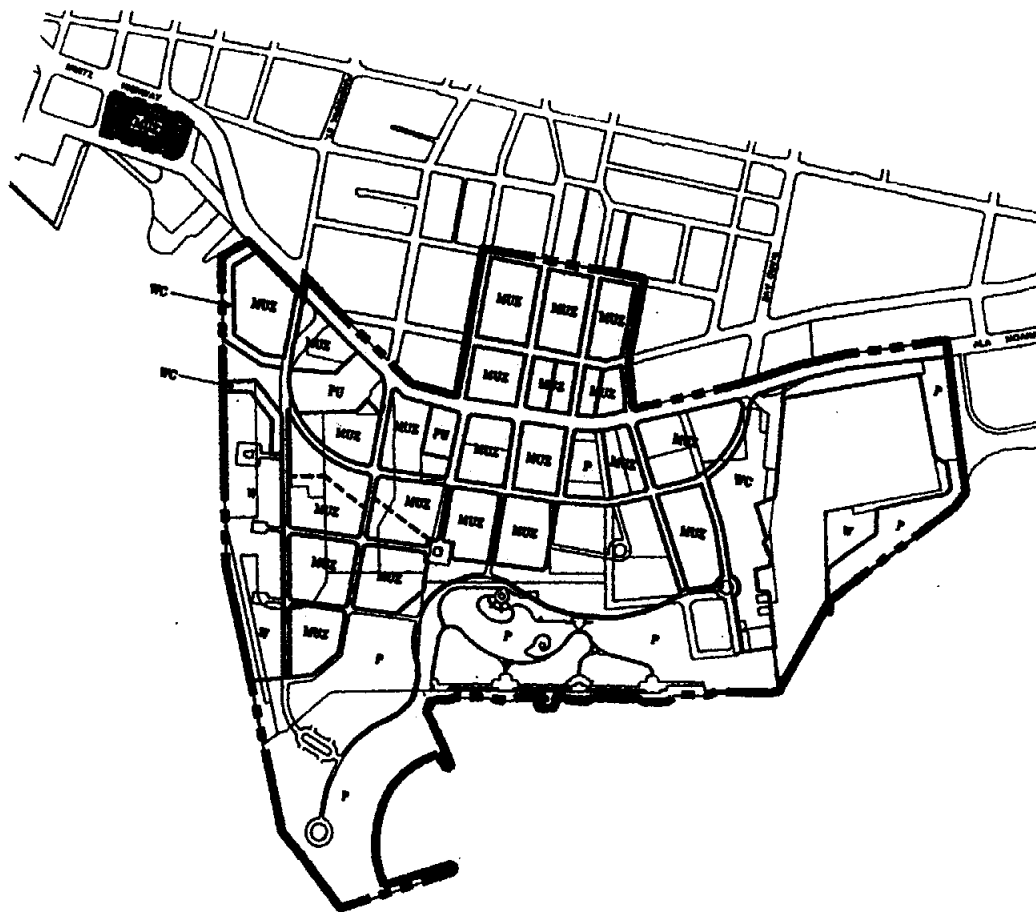
The proposed revisions to the Makai Area Plan retain the original development concept of an active people gathering place as well as the basic themes called for in the 1994 proposed plan and SEIS. The major changes proposed from the 1994 proposed revisions relate mainly to the reallocation of land uses and revised roadway concepts. Specifically, the land use pattern has been modified by eliminating the residential component from the plan and replacing it with commercial use. The Waterfront Service (W) zone has been deleted while a Mixed Use Zone-Industrial (MUZ-I) has been added. The roadway concept has been revised by replacing the concept of a Ward Avenue/Ala Moana Boulevard couplet with the concept of extending Ilalo Street to serve as the principal collector street through the Makai Area. In addition, the proposal to add several blocks in the Kakaako Mauka area to the Makai Area is no longer under consideration and the maximum building height in the Makai Area has been reduced from 300 to 200 feet.

### **2.2 Land Use and Development Concept**

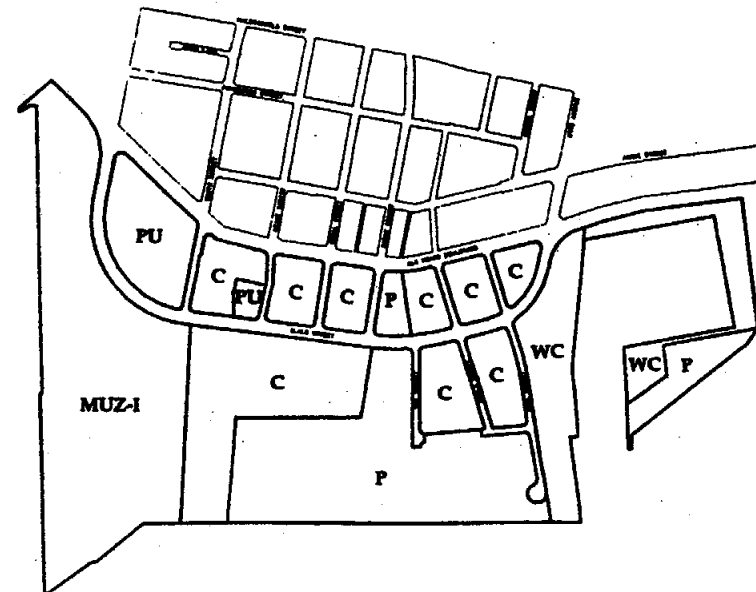
The proposed land use plan does not change the original concept of a people-oriented gathering place, but does change the land use mix in the area. The Waterfront Service (W) and Mixed Use zones have been deleted and with the deletion of the beach park, less park space is designated. More land, however, is now designated for Commercial (C), Waterfront Commercial (WC), and Public Use (PU) and a Mixed Use Zone-Industrial (MUZ-I) has been added. A world-class aquarium facility is also envisioned at the eastern end of the waterfront park. Figure 2-1 illustrates the 1994 and 1998 proposed land use plans.

The purpose of the MUZ-I zone is to support the maritime activities and facilities within Honolulu Harbor as well as limited commercial activities. Typical uses include the proposed passenger cruise terminals at Piers 1 and 2, and container yard areas within Fort Armstrong. The Waterfront Commercial (WC) zone allows for the development of shops, restaurants and entertainment establishments along the edge of Kewalo Basin.

The elimination of the residential component from the plan and its replacement with commercial use was undertaken for a number of reasons. First, it was determined that residential use could conflict with the active waterfront environment which is desired in the Makai Area. Proposed public amenities, such as the amphitheater, cultural facility, and children's play area, will generate a significant amount of noise which would adversely impact residential use, particularly if affordable, non-airconditioned units were developed. Concerts and other special events which may be held in the Makai Area would



**1994 PLAN**



**1998 PROPOSED PLAN**



also generate significant amounts of noise and traffic which would be incompatible with residential use. In addition, residential development would be incompatible with the industrial uses in the MUZ-I zone. At the same time, however, it was realized that the Makai Area's favorable location and amenities would make it an attractive location for new businesses. The Commercial (C) zone has been redesignated and allows the HCDA to take a proactive approach in attracting new industries, such as high technology, to the Makai Area.

By showcasing Hawaii's ocean resources, the proposed aquarium could become a major visitor attraction as well as an educational resource for Hawaii's residents. *Planning for the aquarium will be conducted in coordination with other related parties including the Kewalo Basin Marine Mammal Laboratory, Waikiki Aquarium, and the National Marine Fisheries Service.* It is envisioned that the aquarium could be combined with adjacent institutions, such as the Look Laboratory, the National Marine Fisheries Service, the Pacific Biomedical Research Center and the Kewalo Basin Marine Mammal Laboratory. The inclusion of these facilities would create a campus of ocean science facilities which could promote ocean-related business development.

The changes in land use were incorporated because of the need to balance public amenities with revenue generation. The redesignation of the Commercial zone gives the HCDA greater flexibility to meet changing market conditions. The basic land use premise of the Makai Area Plan continues to be that substantial portions of the Makai Area be set aside for public enjoyment and access to the waterfront. The corollary to this principle is that a portion of State lands be developed for commercial uses, revenues from which will help support the public parks and other amenities.

Land use plans for the revised Makai Area Plan are summarized in Table 2-1.

### 2.3 Transportation

The revised transportation system proposes that Ilalo Street serve as the principal collector street for the Makai Area. Two extensions are required to connect with Ilalo Street to create a through street. The west extension begins at the present Punchbowl Street-Ala Moana Boulevard intersection, where it will curve south, connecting at the existing Keawe Street-Ilalo Street intersection. The east extension will run through the existing State office building parking lot and curve up to connect at the Ward Avenue-Ala Moana Boulevard intersection. See Figure 2-2, Vehicular Circulation. Other revisions include extending South Street south along its present alignment and closing Keliikoi Street and portions of Olomehani and Ohe Streets.

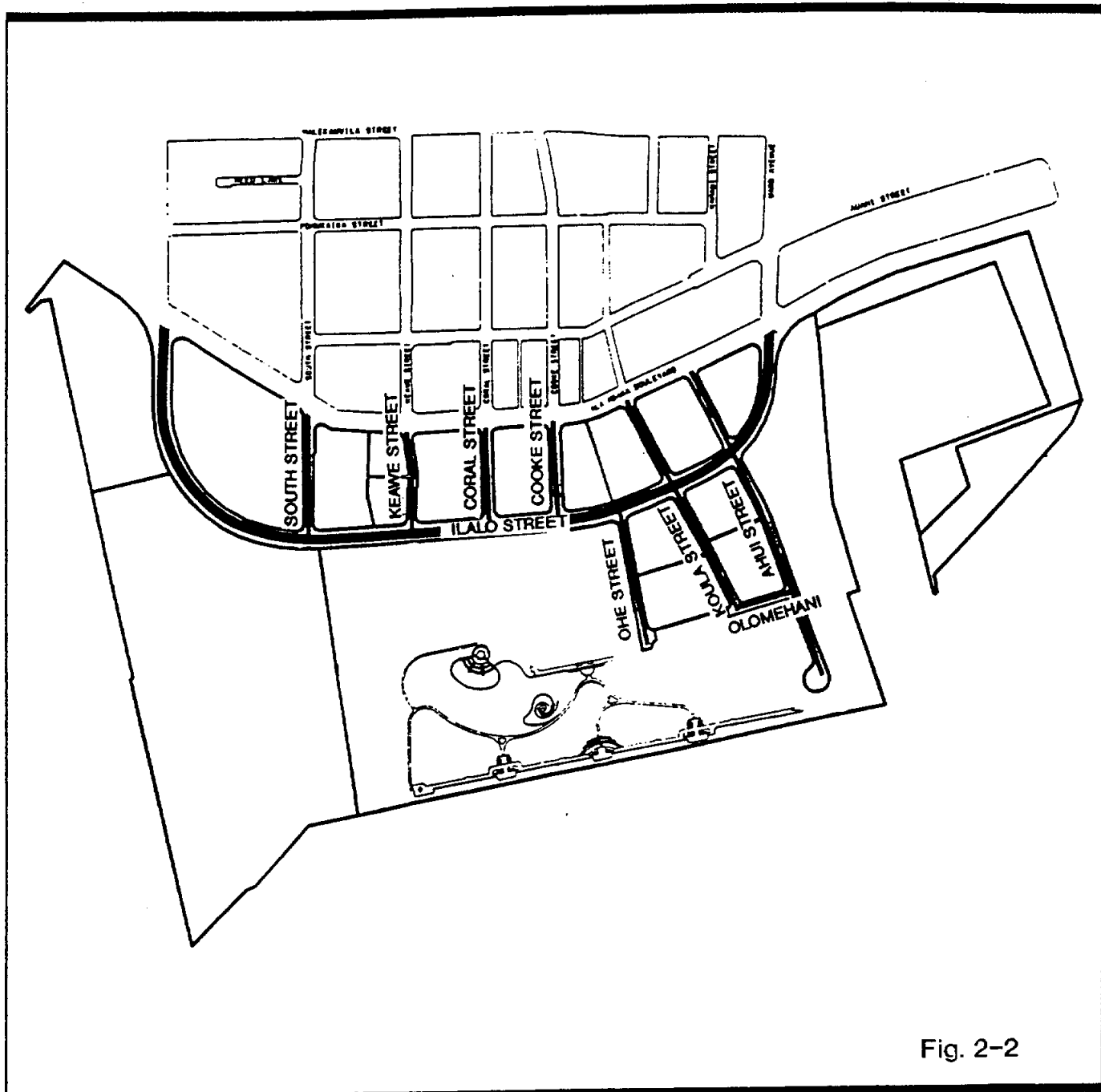
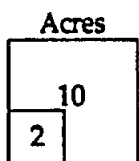


Fig. 2-2



# Vehicular Circulation

**TABLE 2-1**  
**EXISTING AND PROPOSED**  
**KAKAAKO MAKAI AREA LAND USE ZONES**  
**(in acres)**

| Zone  | Designation           | Existing<br>1990 | Proposed<br>1994 | Proposed<br>1998 |
|-------|-----------------------|------------------|------------------|------------------|
| W     | Waterfront Service    | 8.0              | 8.0              | --               |
| P     | Park                  | 70.0             | 89.0             | 46.6**           |
| C     | Commercial            | 39.0             | --               | 53.8             |
| PU    | Public                | 7.0              | 7.0              | 10.2             |
| WC    | Waterfront Commercial | 12.0             | 12.0             | 22.7             |
| RC    | Recreation Commercial | 16.0             | --               | --               |
| MUZ   | Mixed Use             | --               | 92.0*            | --               |
| MUZ-I | Mixed Use-Industrial  | --               | --               | 62.3             |

\* Includes 20 acres in the Kakaako Mauka Plan which was proposed for inclusion in the Kakaako Makai Plan.

\*\*Includes deletion of beach park

The Ala Moana Boulevard/Ward Avenue and Cooke/Koula Street couplets have been eliminated from the plan. Under the couplet proposal, four through lanes would have been required along Ilalo Street at a minimum speed of 35 miles per hour to attain an acceptable level of service. Essentially, it was determined higher speeds of traffic would be more divisive of land uses and less favorable for retail.

An important objective of the plan is to increase non-vehicular access to the Makai Area from Downtown, Ala Moana Park and the Mauka Area. Bicycle facilities were developed based on DOT's hierarchical system which defines bicycle right-of-ways as follows:

- Bike Lanes as striped lanes for the exclusive use of bicycles;
- Bike Routes as widened roadways which are shared by bicycles and automobiles; and
- Bike Paths as separate paths for the use of bicycles.

The State DOT has planned a regional bikeway network that designates a bike lane along Ala Moana Boulevard. Additional bicycle facilities proposed in the Makai Area Plan include bike lanes along Keawe and Cooke Streets leading to Kakaako Waterfront Park. A bike path will also traverse along the waterfront in the Makai Area and will connect to Ala Moana Park at the east end of Kewalo Basin. See Figure 2-3, Bicycle Facilities Plan.

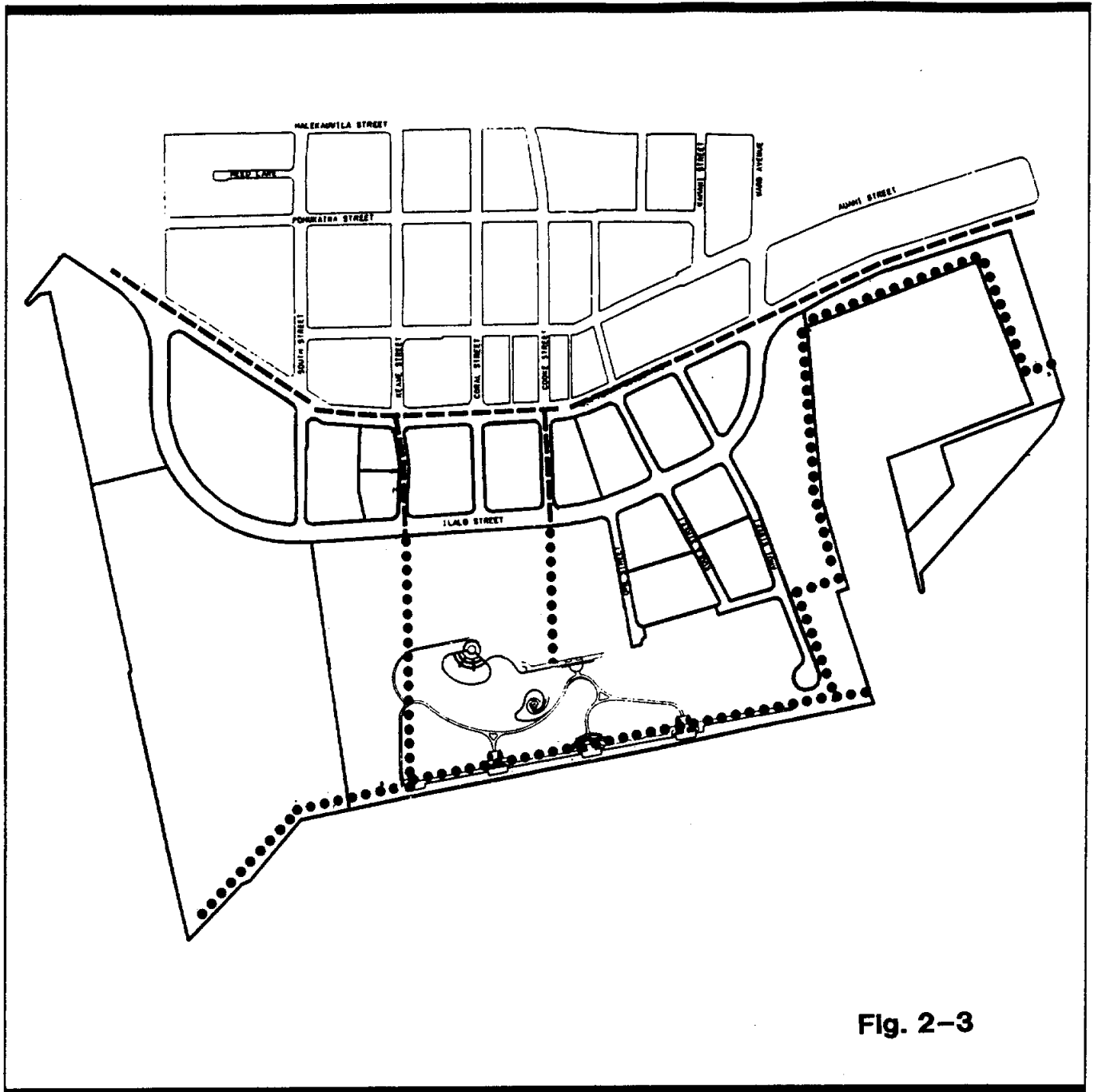


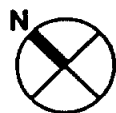
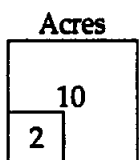
Fig. 2-3



Legend

- Bike Lane
- ..... Bike Path

Bicycle Facilities Plan



An outstanding pedestrian environment is another major objective of the plan. Several pedestrian promenades, including the Waterfront Promenade, Mauka-Makai Promenade, and Ilalo Street, will link the various amenities in the Makai area (see Figure 2-4). Streets in the Makai Area are envisioned to be planted with large shade trees and provided with street lights and street furnishings to create an attractive pedestrian environment.

#### **2.4 Open Space and Recreation**

Major changes to Open Space and Recreation amenities include the deletion of the shoreline beach park and the addition of the world-class aquarium described in section 2.2. The ground plane in the makai area is envisioned as a continuous system of broad, shady walks, arcades, passages, and courtyards linked to the Kakaako Waterfront Park. The open spaces will extend the park's amenity value to those developments which do not front directly on it and will impart a distinctive tropical urban character.

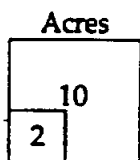
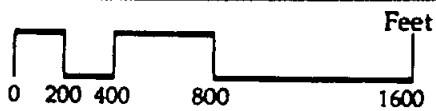
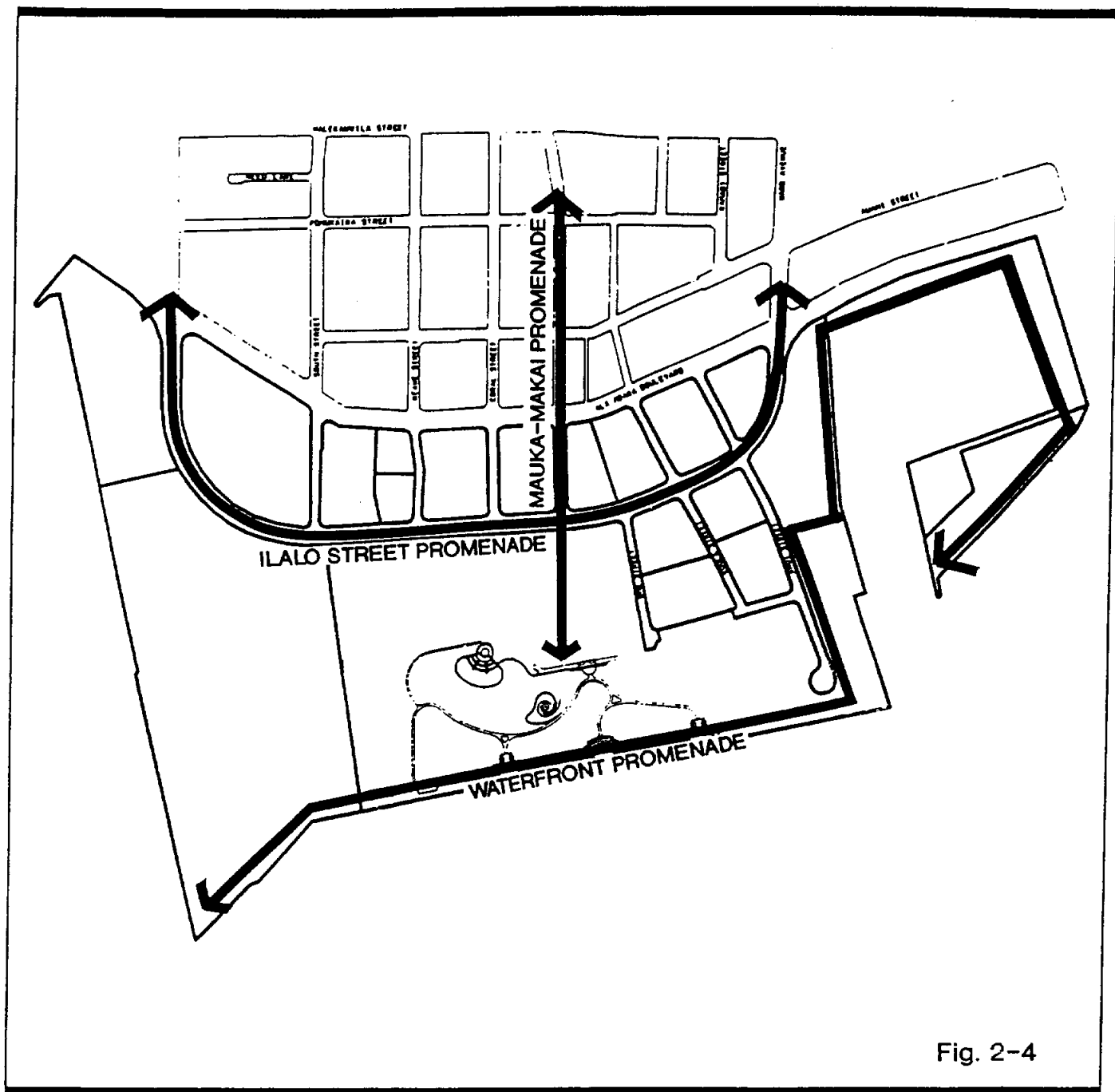
In addition to the proposed aquarium and Kakaako Waterfront Park, other recreational amenities include a large urban "green" area for active play and festivals, an interactive children's play area, a cultural facility within the existing amphitheater, and extension of the current waterfront promenade around Kewalo Basin and mauka via the Mauka-Makai Promenade.

The Mauka-Makai Promenade will extend from the Kakaako Waterfront Park, across Ala Moana Boulevard, and to Mother Waldron Park. The promenade will create an important visual and physical link from the Mauka Area to the Makai Area and promote the reintegration of city and waterfront. A view corridor will be created for towers on adjacent parcels, providing vistas of the promenade, the waterfront park and the ocean beyond.

#### **2.5 Urban Design Plan**

The 1998 urban design plan has been altered slightly but shares many of the same concepts of the 1994 plan. Maximum building heights have been reduced from 300 feet to 200 feet and gradually decrease to 45 feet along the waterfront. Maximum floor area ratios are 3.5 along Ala Moana Boulevard and 0.10 to 1.5 near the waterfront.

In general, buildings will be required to be set back 15 feet from the property line and the setback area must be landscaped. If ground floor windows facing the street are provided, however, the setback may be reduced to 5 feet and paved. This provision was made to encourage active ground floor uses instead of blank walls along the streets. Towers are encouraged to be oriented with the long axis in the mauka-makai direction and must be



# Pedestrianways Plan

March 1998

set back 75 feet from the property line. Tower footprints must be less than 16,000 square feet. The proposal to add several blocks from the Kakaako Mauka Area to the Makai Area has been eliminated. The 1998 plan also eliminates the system of continuous streetwalls which had been proposed in 1994.

## 2.6 General Phasing

*The Kakaako Makai Area Plan is intended to provide long-range guidance in the development of the Kakaako Makai Area district. Several projects in the Kakaako Makai Area are currently under construction or have been completed including the Children's Discovery Center, Kakaako Waterfront Park, Kewalo Basin Park, and Kakaako Gateway Park. Other projects will be constructed pending the availability of funding and general economic conditions and have planning horizons as long as 30-years. An overall phasing program that considers lease terms, funding requirements, and achievable revenue streams has been developed. Planned redevelopment of the Kewalo waterfront and expiration of existing leases in the central portion of the Makai Area will encourage a general Diamond-to-Ewa direction for phasing.*

Projects which are expected to be completed in the near term (within 5 years) include:

- Expansion of Kakaako Waterfront Park to Ala Moana Boulevard (within the next year);
- Opening of the Children's Discovery Center in the renovated Kewalo Incinerator (within the next year);
- Expansion of portions of Ilalo Street and the Ilalo Street extension;
- Development of a mid-size theater;
- Development of a retail and restaurant complex at Kewalo Basin;
- Development of a cruise ship terminal at Pier 2 (State DOT Harbors);
- Commercial Development; and
- Development of world-class aquarium and research facility.



Long-term projects (5 to 30 years) include:

- Commercial Development
- Roadway improvements and new utilities along Koula, Ahui, Coral, and Keawe Streets.

## ***2.7 Project Funding***

*Considerable public expenditure has already occurred in the Makai Area, principally for park construction. Over the next ten-year period, the Makai Area Plan envisions further expenditures, principally for infrastructure development. A summary of past and projected construction expenditures by the HCDA are presented as follows:*

|   |                          |
|---|--------------------------|
| <u><i>Past Costs:</i></u>                 | <u><i>\$ Million</i></u> |
| <i>Kewalo Basin Park &amp; Facilities</i> | <i>3.0</i>               |
| <i>Waterfront Park</i>                    | <i>22.0</i>              |
| <i>Incinerator Remediation</i>            | <i><u>2.2</u></i>        |
| <i>Subtotal</i>                           | <i>\$ 27.2</i>           |
| <br><u><i>Projected Costs:</i></u>        |                          |
| <i>Ward, South, Punchbowl, Ilalo</i>      | <i>36.3</i>              |
| <i>Street Improvements</i>                |                          |
| <i>Koula, Cooke, Coral, Keawe Streets</i> | <i>18.0</i>              |
| <i>Ahui Street</i>                        | <i>5.1</i>               |
| <i>Makai Gateway Park</i>                 | <i><u>6.7</u></i>        |
| <i>Subtotal</i>                           | <i>\$ 66.1</i>           |
| <br><i>TOTAL CONSTRUCTION COSTS</i>       | <br><i>\$ 93.3</i>       |

### 3. EXISTING ENVIRONMENT, ANTICIPATED IMPACTS AND MITIGATION MEASURES

#### 3.1 Overview

This chapter assesses existing conditions, potential impacts and mitigation measures for the physical environment, socio-economic environment, and infrastructure systems as they apply to the revisions proposed from the 1994 Makai Area Plan. Aspects of the Makai Area plan which remain unchanged from the supplemental EIS accepted in 1994 are not assessed herein. Construction-related environmental impacts and mitigation measures which were addressed in the previous Supplemental EIS are still largely applicable.

#### 3.2 Physical Environment

##### 3.2.1 Climate

The climate of the Makai Area, similar to that of other coastal areas in Honolulu, is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, and moderate humidity. The mean temperature in Honolulu ranges from 73 degrees Fahrenheit (°F) in the winter to 81°F in the summer. The mean annual rainfall is approximately 23 inches with most of the rainfall occurring between the months of November and April. Relative humidity ranges between 56 and 72 percent. Cooling tradewinds from the northeast prevail throughout most of the year, while occasional "Kona" winds from the south bring warm, humid air.

Cooler microclimatic conditions have resulted from the replacement of large paved areas with the waterfront parks. These cooling conditions are anticipated to continue with the addition of landscaped park and buffer areas planned throughout the Makai Area.

##### 3.2.2 Geology, Topography and Soils

The Kakaako Peninsula lies on the Honolulu coastal plain, an emerged fossil reef formed approximately 120,000 years ago (MacDonald and Abbott, 1970). The Makai Area is underlain by a coral layer between 5 and 20 feet below mean sea level (MSL). Soft lagoonal deposits made up of sand, silt, and clay are found above the ancient reef, mainly in a buried stream channel which extends below Ala Moana Boulevard between Keawe and Ohe Streets to the ocean. Soft alluvial soils within the channel area extend to depths of 50 to 65 feet below sea level. These deposits are covered by 5 to 10 feet of dredged coral fill. *The filled-in former reef lands in the Kakaako Makai Area are also known as Kaakaukui.*

The substrata conditions of the project area are rated "average" for development purposes in all areas except in the general area of the buried stream channel where the substrata condition is "poor". Areas described as "average" would probably support structures of up

to 22 feet without special foundations. These structures would have to be relatively light and use continuously light loaded individual spread foundations with spans of less than 20 feet. Areas rated "poor" will also require special foundations to support larger structures. (*Kakaako Community Development District Plan Supplemental EIS*, 1985).

The terrain of the Makai Area is generally at an elevation of 14 feet above MSL and flat (less than 5 percent slope), except for a large mound previously located makai of Olomehani and Keliikoi Streets. The debris mound was formed between 1927 and 1977 when the area was an incinerator landfill. Originally rising 15 to 55 feet above sea level, the 1,700 foot long by 400 foot wide mound was resculptured in conjunction with Phase I of the Kakaako Waterfront Park, and has become one of its most prominent features. At its highest point, the resculptured mound is currently about 53 feet above MSL.

### **Impacts and Mitigation Measures**

Kakaako's soils and geology would affect costs of constructing new building foundations. Foundations built in areas with substrata defined as "poor" will require more extensive support systems. A large portion of the area designated "poor" has been planned for park use where lighter weight structures such as pavilions, benches, and picnic tables will be constructed. The highest development costs will be incurred within areas of buried stream channels.

### **3.2.3 Hydrology and Drainage**

The nearest surface stream in the vicinity of the Makai Area is Nuuanu Stream, located about 0.3 mile northeast of Aloha Tower. Southern Oahu's coastal plain, which includes the Kakaako Peninsula, is underlain by sedimentary deposits that form a caprock which retards the seaward movement of fresh groundwater from the basal aquifer. The caprock extends along the coastline about 800 to 900 feet below sea level. According to the Underground Injection Control (UIC) maps from the DOH, there are a number of wells located in the Makai Area, none of which are being used as a source for potable ground water.

Urbanization of the Makai Area and upland areas have increased runoff to the nearshore coastal waters. Although roadway and drainage improvements have been undertaken, much of Kakaako is still subject to localized flooding because of its flat topography and inadequate drainage facilities. The runoff from the Makai Area is collected by the street storm drain system and routed to the Keawe Street open channel or Kewalo Basin. The Keawe Street open channel, which is approximately 30 feet wide, 15 feet deep and 650 feet long, is located between the intersection of Keliikoi and Keawe Streets and discharges into the ocean.

**Impacts and Mitigation Measures**

Substantial drainage improvements will be required for the proposed developments, and will be undertaken in conjunction with improvements for proposed roadway and other infrastructure systems. An infrastructure master plan has been prepared to assess the drainage requirements for the proposed improvements. Proposed drainage improvements include installing new drainlines, box culverts, catch basins and/or drainage inlets within the streets in the Makai Area. Generally, the portion of the drainage system west of Cooke Street would discharge into the existing concrete-lined drainage channel along Keawe Street while the drainage system east of Cooke Street would discharge into Kewalo Basin. Proposed drainage improvements are illustrated in Figure 3-8.

During the short-term construction period, storm runoff may carry increased amounts of sediment into the storm drain system due to erosion from exposed soils. This runoff could potentially impact the water quality of nearshore waters in the area. Adherence to the requirements of the City and County of Honolulu grading ordinance should adequately mitigate this impact. Pursuant to Section 11-5-34.08(b) Administrative Rules of the DOH, a National Pollutant Discharge Elimination System (NPDES) Permit for construction stormwater discharges will be required for areas greater than five acres where soil disturbance (such as clearing, grading and stockpiling) is anticipated. A Drainage and Erosion Control Plan would be required, including the specification of best management practices, to minimize impacts from the discharge of runoff and pollutants from construction activities. The inland waterway system previously proposed by the Makai Area Plan has been eliminated, which precludes the need for substantial dredge and fill activities, as well as the significant water quality impacts and construction and maintenance costs associated with such activities.

**3.2.4 Flood, Earthquake and Tsunami Hazards**

As indicated by the Federal Flood Insurance Rate Maps, the greater portion of the Makai Area encompassing Aloha Tower to the Ewa edge of Kewalo Basin is designated Zone X, "Other Areas" determined to be outside of the 500-year flood plain (See Figure 3-1). Small areas from Piers 1 and 2 to Keawe Street, and the general circumference of Kewalo Basin, are in Zone A, a special flood hazard area which may be inundated by the 100-year flood, with no base flood elevations determined. A small part of the Makai Area involving the mauka portion of Kewalo Basin is in Zone AE, a special flood hazard area inundated by the 100-year flood with a base flood elevation of 4 feet above MSL.

Most of the shoreline within the project area, having been altered by dredge and fill operations, is characterized by shore protection structures. Rock revetments along the shorefront of the Kakaako Waterfront and Kewalo Basin Parks protect against shoreline erosion damage and runoff into the ocean.

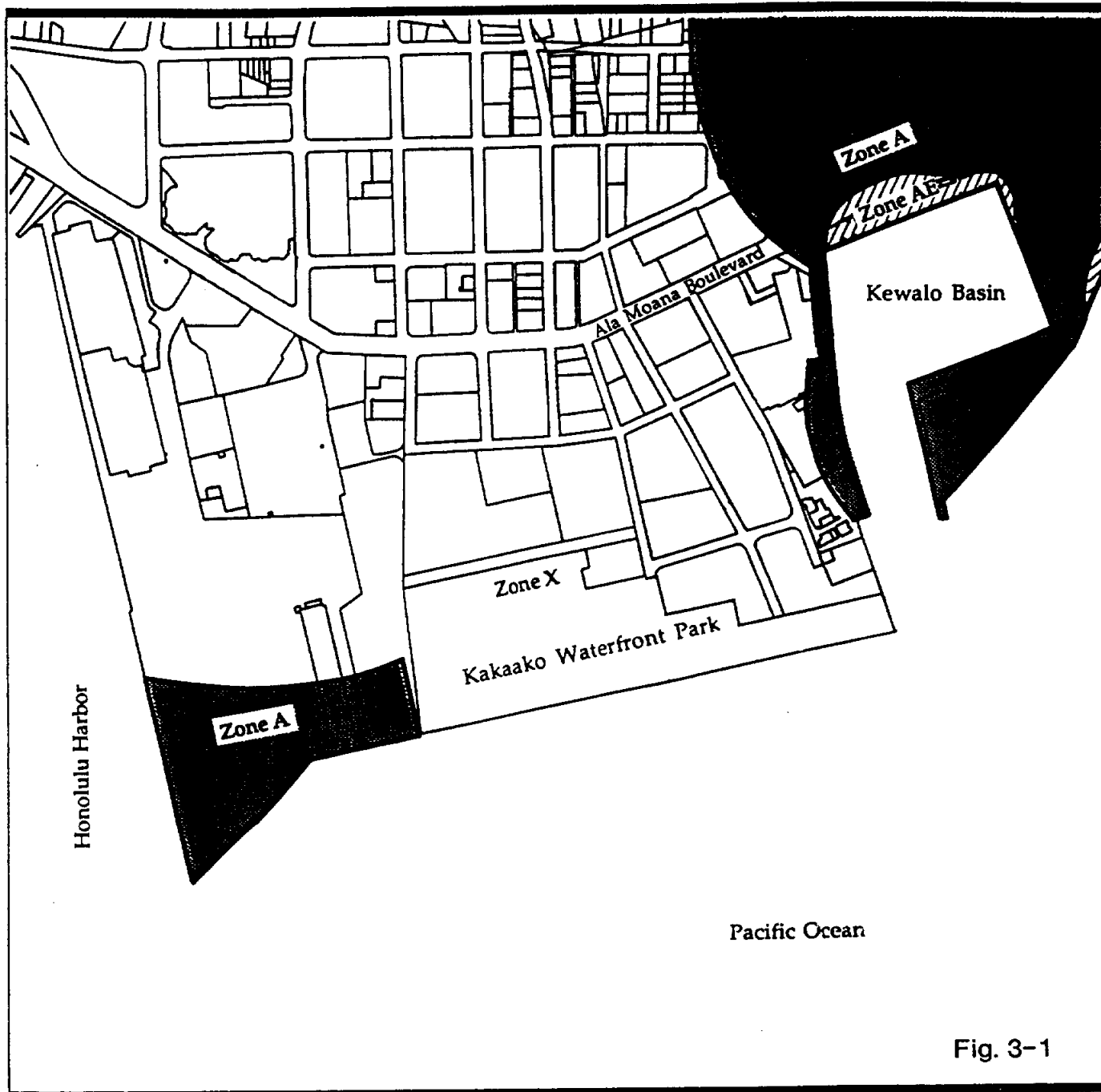
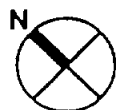
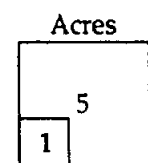


Fig. 3-1



# Legend



Zone A - No Base Flood Elevations Determined



Zone AE - Base Flood Elevations Determined (El 4)



Zone X - Areas Determined to be Outside 500-Year Flood Plain

## Flood Hazard Map

Source: Flood Insurance Rate Map, 150001-01 15C, 1990 March 1998

Generally the risk of earthquake hazard to Oahu is minimal, however all structures within the project site will be designed to meet seismic requirements as described in the Honolulu Building Code. According the Civil Defense Tsunami Inundation Map for Oahu, the shoreline areas from Kewalo Basin to the southwest corner of the Kakaako Peninsula are within the inundation zone.

### **Impacts and Mitigation Measures**

Development will be in accordance with the regulatory shoreline setback requirements and flood hazard requirements specified in Article 7 of the City and County of Honolulu, Land Use Ordinance. Planned uses and activities along the shoreline areas have considered the associated flood hazard potential and are predominantly in park and open space uses.

#### **3.2.5 Biota**

Generally, the project site and surrounding area are highly altered urban environments providing little habitat for any terrestrial flora and fauna. Plant species in the Makai Area are largely drought-resistant or salt-tolerant introduced species commonly found in a shoreline environment. Introduced weedy grasses and plants are common throughout the site, with occasional native species found on Kewalo Peninsula. Much of the vegetation in the Makai Area was planted as part of the landscaping for the Kakaako Waterfront Park and Kewalo Basin Park, and includes the following: Iceplant (*Carpobrotus edulis*); Molokai Osmanthus (*Wikstroemia uva-ursi*); Beach Ilima (*Sida fallax*); Asystasia (*Asystasia gangetica*); Ohai (*Sesbania tomentosa*); Dwarf Pittosporum (*Pittosporum tobira*); Beach Naupaka (*Scaevola taccada*); Spider Lily (*Crinum asiaticum*); Red Hibiscus (*Hibiscus kokio*); Carissa (*Carissa grandiflora*); Seagrape (*Coccoloba uvifera*); Monkeypod (*Samanea saman*); Autograph Tree (*Clusia rosea*); Hala (*Pandanus tectorius*); Hau (*Hibiscus tiliaceus*); False Kamani (*Terminalia catappa*); True Kamani (*Calophyllum inophyllum*); Chinese Banyan (*Ficus retusa*); Coconut (*Cocos nucifera*) and Beach Heliotrope (*Heliotrope curassavicum*). (Communication, Miyabara Associates, June 1994).

Species of cats and mice common to inner city environments are present in the Makai Area. Avifauna species which inhabit the project site include mynahs, finches, and doves. No threatened or endangered flora or fauna species are known to exist in the Makai Area.

### **Impacts and Mitigation Measures**

No significant adverse impacts to the existing biota are anticipated as a result of the project. The proposed Makai Area Plan provides for a variety of park environments generously planted with native and non-native plants. Landscaping of the additional park, promenade, arcade and courtyard areas will introduce new plant species to the area, and subsequently are likely to attract birdlife common to urban areas. No natural systems are expected to be impacted by the planned landscape improvements.

### 3.2.6 Air Quality

An air quality impact study, prepared in conjunction with the Honolulu Waterfront Master Plan in 1989, describes the waterfront area as having a variety of stationary and mobile sources of air pollution. Hawaiian Electric Company's (HECO) downtown power plant is the primary stationary source, while vehicular traffic represents the principal mobile contributor. Emissions from the power plant are in compliance with State and Federal air pollution control regulations and are within ambient air quality standards. Vehicular traffic, however, has contributed to carbon monoxide levels which have occasionally exceeded State standards.

#### **Impacts and Mitigation Measures**

The air quality impacts are anticipated to be largely similar to, or in some instances less intense than, those cited in the Air Quality Impact Report which was prepared in conjunction with the Honolulu Waterfront Master Plan.

During the short term, construction-related air quality impacts include dust from excavation activities, the transportation of excavated material, and emission of hydrocarbons or exhaust fumes from construction equipment and employee vehicles. Under normal tradewind conditions, dust and fumes will be dispersed away from the project site toward the ocean. However, during the presence of Kona winds, pollutants would be blown landward which may contribute towards a decline in air quality. Impacts from fugitive dust will be mitigated by complying with the provisions of the State Department of Health, Hawaii Administrative Rules, Chapter 11-60.1 "Air Pollution Control." Possible mitigative measures include erecting dust screens, watering down loose soils, and establishing temporary groundcover. In addition, all construction equipment must meet the requirements of State emission control laws in order to mitigate the effects of construction on air quality.

According to the Air Quality Impact Report, impacts on air quality associated with the operational phase of the plan will generally be traffic-related. Traffic emissions will likely contribute to elevated carbon monoxide levels along the Nimitz Highway/Ala Moana Boulevard corridor, with or without the project.

During morning and afternoon peak hours at the intersections of Punchbowl Street/Ala Moana Boulevard, and Ward Avenue/Ala Moana Boulevard, exceedances of both 1-hour and 8-hour State AAQS can be expected, particularly in close proximity to the intersections (5-15 meters). At the intersection of Punchbowl Street and Ala Moana Boulevard, the 1-hour and 8-hour CO levels would range from 9.6 to 21.0 mg/m<sup>3</sup>, and 5.7 to 12.6 mg/m<sup>3</sup>, respectively, for the "Without Project" scenario. Estimated CO levels for the "With Project" scenario are not available. At the Ala Moana Boulevard-Ward Avenue

intersection the 1-hour and 8-hour CO concentrations are anticipated to range from 5.9 to 11.9 mg/m<sup>3</sup>, and 3.6 and 7.1 mg/m<sup>3</sup>, respectively, for the "Without Project" scenario. The 1-hour and 8-hour CO concentrations for the "With Project" scenario range from 7.2 to 10.4 mg/m<sup>3</sup>, and 4.3 to 6.2 mg/m<sup>3</sup>, respectively. This is most likely to occur during the winter months when the prevailing tradewinds break down into more frequent light and variable wind conditions. Improvements to the roadway system will mitigate air quality impacts by facilitating the regional flow of traffic through the area and thus reducing the potential for accumulation of carbon monoxide in the vicinity of these intersections. Despite projected increases in traffic the project vicinity is anticipated to experience an improvement in air quality due to the effect of the Federal motor vehicle control program. In this program, the projected rate of reduction in emissions per vehicle over the period of project implementation was greater than the projected rate of increase in traffic for the Ala Moana/Nimitz corridor over the same period; thus, a net decrease in cumulative emissions and ambient impact results.

It is also anticipated that the Makai Area development will have a beneficial effect on air quality with regard to existing stationary sources which are likely to relocate. However, intensified use of the project area will result in increases in electrical demand and solid waste generation both of which may result in off-site impacts in the vicinity of affected power plants such as Kahe/Waiau, as well as municipal solid waste facilities.

### **3.2.7 Noise Quality**

An Acoustic Study was prepared for the Honolulu Waterfront Master Plan and the 1990 Supplemental EIS for the Makai Area. The three main sources of noise in the Makai Area are traffic, industrial equipment, and aircraft. The existing 24-hour average noise level for traffic within the Makai Area is approximately 60 Ldn at a 50-foot distance from the centerline of streets makai of Ala Moana Boulevard. Noise levels estimated for industrial equipment were measured in decibels (db) rather than Ldn, to indicate sound over a short period of time (i.e., one hour). The industrial equipment noise levels averaged 72 to 80 decibels.

The U.S. Department of Housing and Urban Development (HUD) has established a land use compatibility matrix that sets 80 Ldn as the noise level that should not be exceeded in commercial/light industrial areas to protect public health and welfare. For recreational areas a level of 70 Ldn or less is acceptable. For the purposes of determining noise acceptability for funding assistance from Federal agencies such as HUD and the Federal Housing Administration (FHA), an exterior noise level of 65 Ldn or less is preferred in urban residential areas. No residential uses, however, are planned in the revised Makai Area Plan.



**Impacts and Mitigation Measures**

Implementation of the plan will involve construction equipment and activity which may increase short-term noise levels. Pile drivers and rock drills as well as earthmoving equipment such as bulldozers and diesel powered trucks are anticipated to be the loudest equipment used during construction. As noise levels generated by construction activities are anticipated to exceed allowable limits, a permit must be obtained from the Department of Health (DOH). The DOH may grant permits to operate vehicles, construction equipment, and power tools which emit noise levels in excess of allowable limits.

In addition, construction equipment and on-site vehicles or devices requiring an exhaust of gas or air must be equipped with mufflers. The use of vibratory hammers which produce less noise and vibration should be encouraged. Electric pumps for dewatering activities which operate at a quieter level than diesel or gasoline driven pumps should also be encouraged. Enforcement of DOH noise regulations, through citations of defective equipment and limitation of excessively noisy operations, will further mitigate noise impacts from construction activities.

Existing aircraft noise levels are between 60 and 65 Ldn for most of the Makai Area (*Honolulu International Airport Environmental Impact Statement, April 1991*). Noise levels are expected to gradually decrease as older, noisier aircraft are replaced by the introduction of quieter Stage 3 aircraft.

**3.2.8 Water Quality**

Nearshore coastal waters from Ala Moana Beach to the easterly entrance channel of Honolulu Harbor are designated "Class A" State waters by the DOH, while Honolulu Harbor and Kewalo Basin are designated "Class A" embayments. According to DOH, Class A waters are to be protected for recreational uses, aesthetic enjoyment and propagation of marine life.

Honolulu Harbor is a receiving basin for a number of pollution sources, which accounts for its generally poor quality. Nuuanu Stream contributes sediment deposits, industrial wastes and urban runoff. Other pollution sources are oil refinery activities, numerous storm drains, thermal pollution, effluent from a marine research center, and ship activity within the harbor.

**Impacts and Mitigation Measures**

During construction, stormwater runoff may increase until stabilizing groundcover can be established. To protect coastal water quality, a drainage and erosion control plan and an NPDES Permit for construction stormwater discharges which specifies best management practices to minimize water quality impacts will be procured from the Department of Health (DOH).

Dewatering activities may be required to accommodate building foundations, as well as installation of underground utility systems. Effluent from dewatering activities will be treated prior to discharge into any drainage system or surface waters. Construction dewatering permits will be required by the City and County of Honolulu Department of Public Works and the State DOH pursuant to City Ordinance and Section 11-5-34.08(b) HAR, respectively. Best Management Practices plans, which specify mitigative methods such as containment berms and detention ponds, will be prepared to control discharge of effluent resulting from dewatering activities.

Construction and operation of the proposed aquarium may also have an impact on water quality. Construction impacts would be related primarily to the construction of intake and discharge water lines. It is anticipated that an intake system could be located in deep water out from Ahui Street and that the system could discharge into the existing drainage channel near Keawe Street. Operational impacts would be dependent upon several factors including the quality of water supplied from the intake system, any changes which occur as the water flows through the aquarium, and the quality of water the system discharges into. It is likely that as the intake water passes through the system, suspended solids and nitrate concentrations will increase. Further assessment of water quality impacts and mitigation measures will be undertaken as plans for the aquarium are developed. The quality of discharge would also be regulated by the State Department of Health.

### **3.3 SOCIO-ECONOMIC ENVIRONMENT**

At present, the general mix of land uses in the Makai Area consists of maritime industrial cargo and warehousing operations at Fort Armstrong, light industrial, public facility, and commercial office activities in the central portion of the peninsula, and the new Kakaako Waterfront Park.

The Kewalo Basin area provides the primary berthing location for Oahu's commercial fishing fleet, cruise/excursion boats and charter fishing fleet. Landside activity surrounding the harbor include maritime support operations, marine research and commercial restaurant operations.

The Kakaako Peninsula area, which lies between Kewalo Basin and Downtown Honolulu, includes maritime industrial uses at Fort Armstrong, the Foreign Trade Zone warehouse and offices, commercial and office uses such as the Bank of America Building and automobile dealerships.

#### **3.3.1 Land Uses and Encumbrances**

The Makai Area encompasses a total of approximately 221 acres of which approximately 202 acres are owned by the State of Hawaii, 4.6 acres are owned by the Federal

government in the Fort Armstrong area, 3.4 acres are owned by HECO, and the estimated balance of 11 acres are owned by private interests.

As the major landowner in the Makai Area, the State of Hawaii allows various land uses through executive order, general lease, or revocable permit. Executive orders are issued by the Governor and allow government agencies to utilize State-owned land for a specified public purpose. General leases are issued by the Department of Land and Natural Resources (DLNR), Department of Transportation (DOT), and HCDA and allow tenants to occupy State-owned land for a specified purpose and term, not to exceed 65 years. Revocable permits, also issued by DLNR, DOT, and HCDA, allow tenants to occupy State-owned land for a specified purpose on a month-to-month basis. The following is a description of the land uses and encumbrances by sub-areas. See Figure 3-2, Existing Uses.

#### **3.3.1.1 Kewalo Basin**

The Kewalo Basin sub-area is bounded by Ala Moana Park to the east and Ahui Street to the west. A significant physical feature of the basin is the landfilled Kewalo Peninsula which shelters the harbor from open ocean disturbances and marks the makai boundary of the area. The sub-area also fronts Ala Moana Boulevard, makai of Victoria Ward Ltd.'s Ward Warehouse.

**Land and Water Uses** - Kewalo Basin contains 25 acres of land and 30 acres of water area, providing the primary berthing space for Oahu's commercial fishing fleet, cruise/excursion boats and charter fishing fleet. Water access into the harbor is via a 350-foot wide entrance channel between the Kewalo and Kakaako Peninsulas. The area surrounding the harbor is occupied by activities which support maritime operations, marine research and commercial restaurant operations.

**Landownership and Leases** - The entire Kewalo Basin is owned by the State of Hawaii. Long-term leases exist for most of the property along the Ewa edge of the Kewalo Basin sub-area. Existing uses include the Pacific Biomedical Research Center, John Dominis Restaurant, fish auction operation, Honolulu Marine Inc. drydock and shipyard facility, Fisherman's Wharf Restaurant, Kewalo Basin Marine Mammal Laboratory, Kewalo Basin Park, and the National Marine Fisheries Service Laboratory.

#### **3.3.1.2 Kakaako Peninsula**

The Kakaako Peninsula sub-area lies between the Kewalo and HECO sub-areas, on a largely man-made peninsula. Ahui Street marks the Diamond Head boundary, while pier frontage at Fort Armstrong (Piers 1 and 2) marks the Ewa boundary.

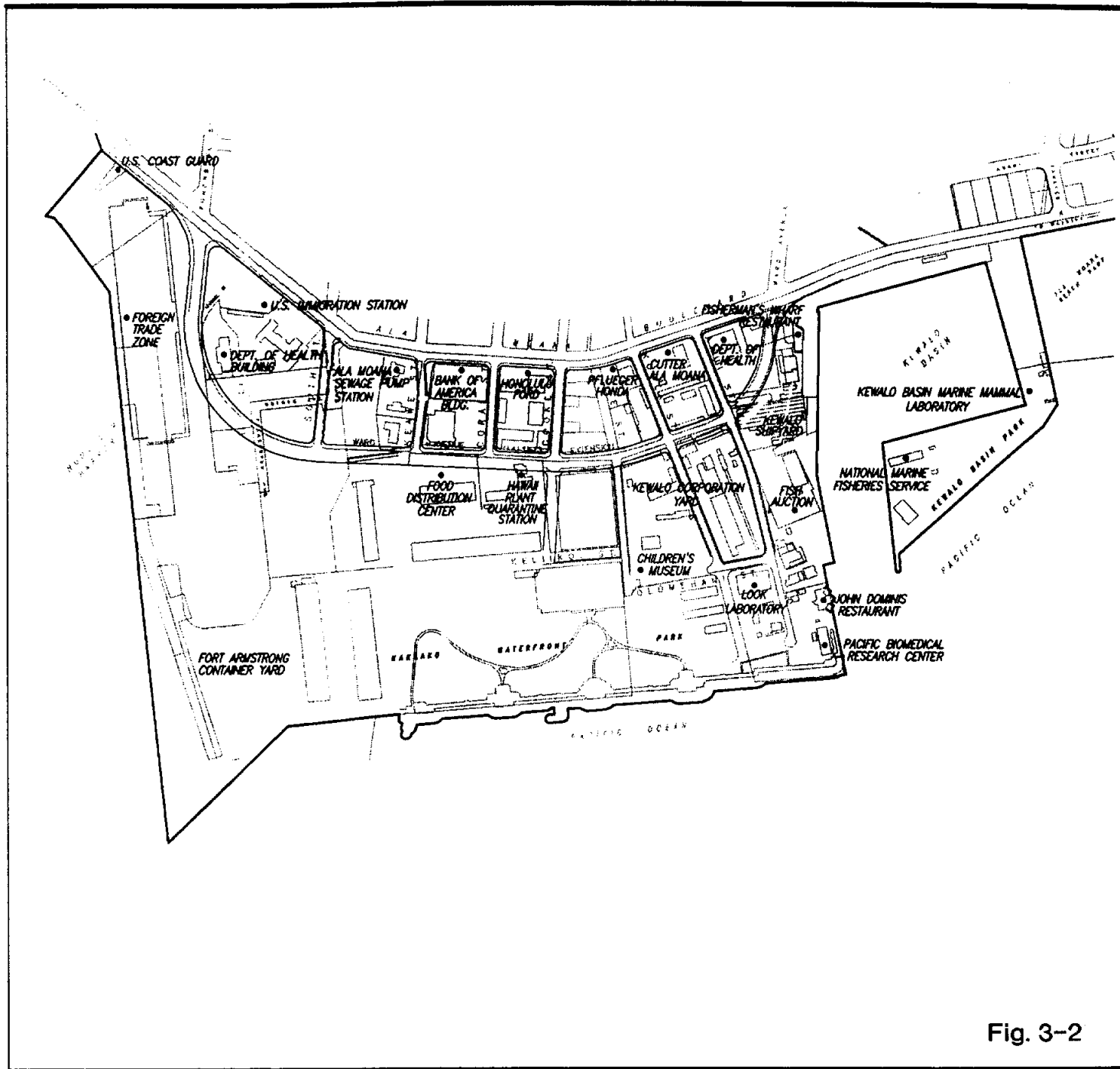
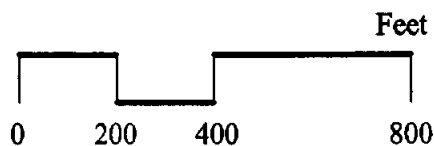



Fig. 3-2

## EXISTING LAND USES



Prepared for:  
HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY

Prepared by:  
 WILSON OKAMOTO &  
ASSOCIATES, INC.



MARCH 1998

Land and Water Uses - The Kakaako Peninsula consists of approximately 189.5 acres. Specific land uses in this area include maritime industrial, commercial, recreational, marine research, and public facilities.

Maritime industrial uses occupy the Fort Armstrong area at Piers 1 and 2. This area, once the primary container cargo facility on Oahu, is currently dedicated to maritime break-bulk and limited container cargo operations, ship maintenance operations, and the Foreign Trade Zone warehouse and offices.

Commercial uses occupy much of the central portion of the sub-area. Four blocks which run along the makai side of Ala Moana Boulevard between Koula, Keawe, and Ilalo Streets, are owned by the Bernice Pauahi Bishop Estate, and are presently dominated by new and used car sales businesses, and the Bank of America Building (formerly the Gold Bond Building). Makai of this area, between Ilalo and Keliikoi Streets, are 14 acres of State land presently leased as a major food distribution center.

The 30-acre Kakaako Waterfront Park provides such recreational uses as shoreline fishing, picnicking, biking, jogging, and scenic viewing.

Marine research activities located near Point Panic include the University of Hawaii Hyperbaric Treatment Center and Look Laboratory. Marine research at Look Laboratory includes the use of an area offshore for underwater studies such as ocean mining.

The Kakaako Peninsula accommodates public facilities such as the City and County of Honolulu's Corporation Base Yards, and the Ala Moana Wastewater Pump Station (WWPS). The Department of Agriculture's Plant Quarantine Station, and Weights and Measures Branch are located adjacent to the Food Distribution Center. Three historic structures located in this sub-area include the U.S. Immigration Station, the Department of Health Building, and the former Ala Moana WWPS situated along Ala Moana Boulevard in the Fort Armstrong area.

A major portion of the State-owned land is encumbered by leases. The marine research activities are operating on a 65-year lease which will expire in 2030. Operations at the Food Distribution Center have leases which will expire in the years 2021 and 2029. Remaining activities and operations are either on a one-year or month-to-month revocable permit basis.

### **3.3.1.3 HECO Parcel**

The HECO parcel encompasses about 3.4 acres of privately owned land. The parcel is bounded by Nimitz Highway, Bishop and Richards Streets and a former portion of Ala

Moana Boulevard, and is occupied by the Honolulu Power Plant. With a capacity of 120 megawatts of electricity, the plant currently services the Downtown area.

### **Impacts and Mitigation Measures**

Implementation of the Makai Area Plan will upgrade a predominantly older, underutilized commercial-industrial area into a modern, higher density environment. The land use changes and road and infrastructure improvements proposed for all phases of the Makai Area Plan will result in the displacement of current users and activities. It is anticipated that many of the marine research activities could be relocated at the proposed aquarium and ocean science center. Other displaced activities will be relocating to appropriate, more compatible areas adjacent to similar industrial and semi-industrial facilities. Because displacement will be necessary for redevelopment in the Makai Area, the timing and phasing of the transition will be critical in terms of mitigation. Landowners and lessees will be kept informed of pending developments through special notices as deemed necessary.

The long-term impacts on the existing land uses and activities in the Makai Area will be positive, as the net result of the plan's implementation will be increased waterfront recreational and economic development opportunities. The proposed roadway system will facilitate traffic flow through the Makai Area, while urban design and open space enhancements will improve the overall appearance of the area.

Land ownership in the Makai Area would be impacted minimally by implementation of the Plan, as the existing public-private ownership pattern is expected to remain unchanged.

### **3.3.2 Population Characteristics**

The Makai Area lies within the geographical area identified by Census Tracts 38 and 39. Census Tract 38 includes most of the Makai Area east of Fort Armstrong. Census Tract 39 includes the Fort Armstrong area and lower Downtown Honolulu, bounded generally by South Street, Beretania Street, Richards Street, Halekauwila Street and Nuuanu Avenue.

Based on the 1990 Census, Census Tracts 38 and 39 have a combined population of 902 persons comprising 392 households. This resident population is located in portions of lower Downtown Honolulu and in the Mauka Area. Within the Makai Area, no resident population exists.

Relative to the City and County of Honolulu Neighborhood Board system, the Makai Area lies within the boundaries of the Ala Moana-Kakaako Neighborhood Board No. 11 and the Downtown Neighborhood Board No. 13.

Since the residential component has been deleted from the revised Makai Area Plan, the plan will have no impact on the Makai Area's resident population characteristics.

### **3.3.3 Economic Characteristics**

Oahu is continuing to experience effects of the economic slump of the early 1990s which has affected the State of Hawaii. The visitor industry has experienced moderate growth since 1993 with small percentage increases in both eastbound and westbound visitor arrivals and higher hotel occupancy rates. Construction activity continues to be weak, particularly in the non-residential sector.

The primary economic activities in the Makai Area include commercial uses along the Ala Moana Boulevard corridor, and light industrial, warehousing and food distribution activities in the interior of the Peninsula (see Section 3.3.1).

### **Impacts and Mitigation Measures**

Short-term economic impacts will arise from the displacement of businesses required to relocate as the area undergoes redevelopment. Even for those businesses that remain, temporary construction impacts such as roadway and infrastructure improvements could cause disruption of traffic and inconveniences to clients and customers.

Short-term construction jobs will be generated over the entire planning period as public and private developments proceed in the Makai Area. The number of construction jobs created would be a function of the development's phasing, duration and design.

Long-term employment would be provided by the commercial, retail, restaurant, office and maritime industrial activities. The number of jobs directly created would be dependent on the type and mix of commercial and retail establishments which would be dependent on market demand. Based on a potential build-out of 7.53 million square feet of leasable commercial space and using a factor of one employee per 250 square feet, commercial space in the Makai Area could ultimately support direct employment of 30,120 employees.

Overall growth in the economic activity of the area is envisioned to provide increased revenue to State-financed redevelopment activities in Kakaako. The State will derive lease rent revenues from the commercial developments as well as increased general excise and income tax revenues. The City will benefit from the higher property tax base created by redevelopment of the Makai Area.

### **3.3.4 Displacement**

Implementation of the Makai Area Plan will require the displacement or relocation of a number of tenants currently occupying the Makai Area. Relocation assistance is available, and the size and nature of relocation services and payments are regulated by HCDA in accordance with Chapter 15-24, Hawaii Administrative Rules. Possible displacements and relocations anticipated at this time include the following:

#### **Kewalo Basin**

The Kewalo Basin Marine Mammal Laboratory, Kewalo Marine Service Station, the Fisherman's Wharf Restaurant, and the Kewalo Shipyard will ultimately be displaced from Kewalo Basin. It is anticipated that the Kewalo Basin Marine Mammal Laboratory could become a component of the proposed aquarium and ocean science center.

#### **Central Area of the Kakaako Peninsula**

The City and County of Honolulu Corporation Baseyards, the Department of Agriculture (DOA) Plant Quarantine Station, the DOA Weights and Measures Branch, and the Food Distribution Center have been or are planned to be relocated to areas outside of the Kakaako District.

#### **Impacts and Mitigation Measures**

Businesses facing displacement may encounter the attendant inconveniences and hardships of moving. The size and nature of relocation services and payments to displaced businesses to qualified businesses within the Makai area are specified in Chapter 15-24, Hawaii Administrative Rules.

Relocation program objectives are intended to provide meaningful assistance for all businesses displaced due to government action. The basic objectives include:

- Phasing redevelopment to minimize disruption;
- Ensuring that businesses are, to the extent practicable, properly relocated before permitting their displacements by new developments, redevelopment, or district-wide rehabilitation;
- Minimizing or ameliorating any serious negative impacts on displacees, such as loss of employment, business, or monetary losses; and
- Providing counseling, information and referral services to displacees affected by private sector actions, induced or stimulated by governmental planning decisions.



### **3.3.5 Open Space, Recreational and Visual Resources**

The Makai Area consists of low-rise structures with the exception of the ten-story Bank of America (formerly Gold Bond) Building. Although there are pockets of open spaces in the Makai Area, the major open spaces are in the Fort Armstrong area and the 30-acre Kakaako Waterfront Park.

The ocean-front location of the Makai Area is one of its most favorable attributes. A variety of cruise ships, catamarans, fishing vessels, and barges can be seen entering and leaving Honolulu Harbor and Kewalo Basin, lending an active waterfront atmosphere to the area. This area is also one of the few places in Honolulu where a 360-degree panoramic view of the ocean, the Koolau and Waianae Ranges, Barbers Point, Downtown Honolulu, and Waikiki can be enjoyed. The Kakaako Waterfront Park has also increased and enhanced the view amenities in the area. In itself, the park is a valuable oceanfront view amenity which provides various viewing platforms. Existing views in the Makai Area are shown in Figure 3-3.

The Kewalo Basin Park and the adjacent 30-acre Kakaako Waterfront Park are both popular recreational areas. The Kakaako Waterfront Park features a shoreline promenade, picnic sites, an outdoor amphitheater, a scenic lookout, and expansive grassed areas. The park offers a variety of activities including shoreline fishing, picnicking, biking, jogging, and scenic viewing. Point Panic, located on the Kewalo Basin end of Kakaako Waterfront Park, is a popular site for body surfers and viewing vessel traffic in and out of Kewalo Basin. Kewalo Basin Park also offers areas for fishing, picnicking and scenic viewing.

A Coastal View Study was prepared by the City and County of Honolulu to identify significant views from within the Special Management Area (SMA) boundary on Oahu. Five types of views are categorized in the study, of which Type 5, "Highly Urbanized Areas" typifies the Makai Area. The following are significant views which can be enjoyed in the Downtown and Ala Moana subsections, in which the Makai Area lies.

- Continuous and intermittent views of Honolulu Harbor from Nimitz Highway;
- Stationary views from Sand Island Park looking east, west and mauka; and
- Continuous makai views across Kewalo Basin and Ala Moana Park.

### **Impacts and Mitigation Measures**

The current Makai Area Plan contains development guidance policies and building height limits intended to preserve major view planes, view corridors, and shoreline and ocean views. In addition, open space and recreational plans which will increase and enhance

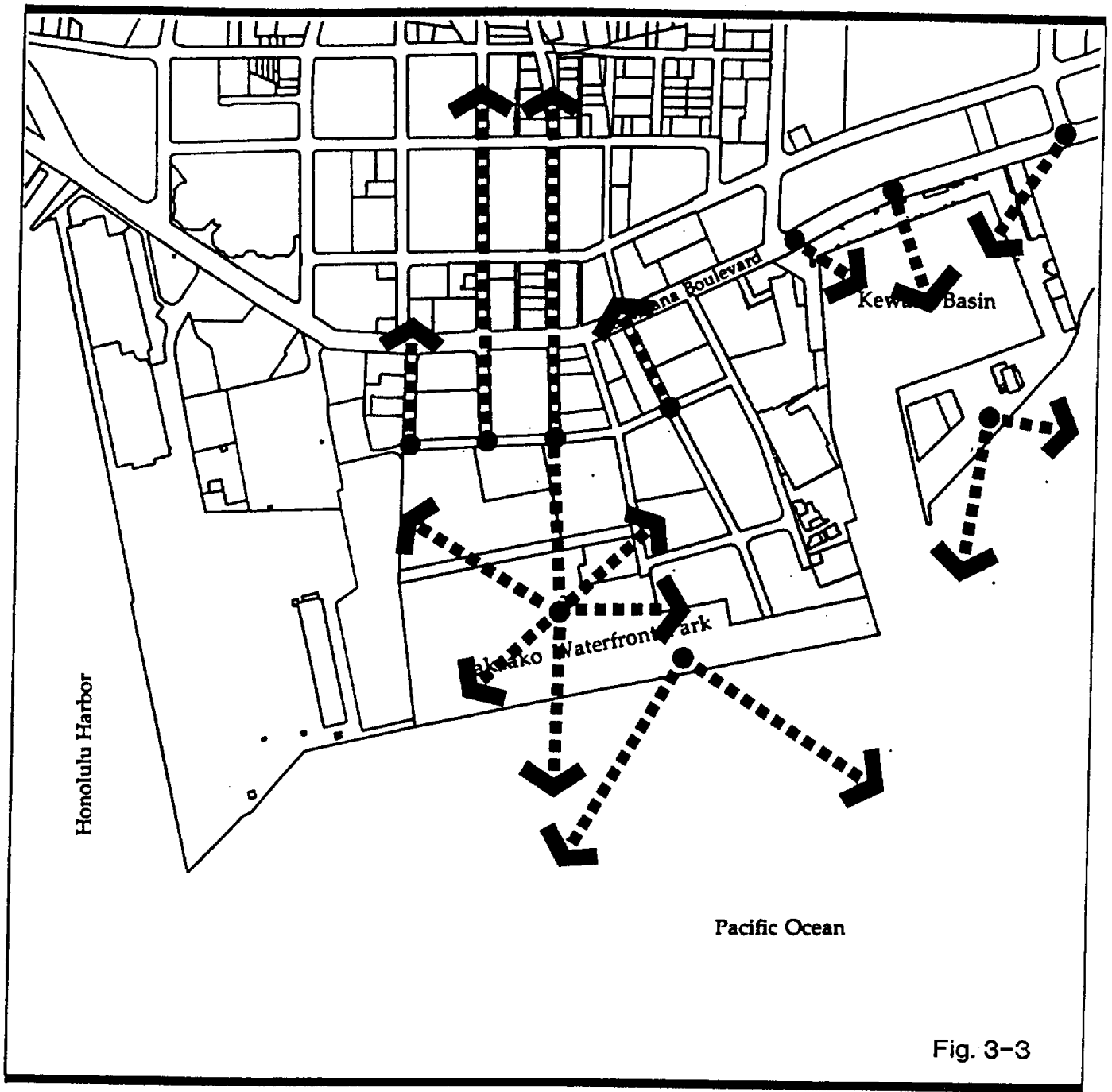
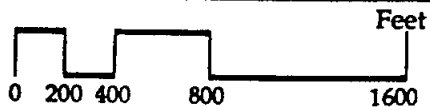


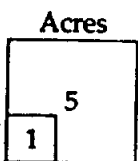
Fig. 3-3



Legend



Existing Views Diagram



March 1998

these resources are also presented in conjunction with the overall Makai Area Plan. The revised plan will positively impact open space, recreational and visual resources through: a) a stronger linkage of the waterfront park to the city; b) a continuation of mauka-makai views through the mauka-makai street grid system; and c) a variety of park environments within the Makai Area. An enhanced mauka-makai view corridor along Cooke Street will also be created with the implementation of the promenade and open spaces of the Makai Area Plan.

The preservation and enhancement of mauka-makai views will be facilitated through building height guidelines. View planes and view corridors will be afforded full consideration in the development of the recreational areas and future commercial and office spaces. Standards and urban design criteria have been developed and serve as guidelines to ensure preservation and enhancement of these natural resources in the Makai Area.

Overall building heights will gradually descend from taller structures mauka of Ala Moana Boulevard to lower structures along the Makai Area water frontages. Limits on heights will range from 400 and 200 feet on the lands just mauka and makai, respectively, of Ala Moana Boulevard, to as low as 45 feet along park edges, and shorelines. Figure 3-4 illustrates the maximum heights and densities which will be allowed in the Makai Area. Developments in the Makai Area will be required to provide at-grade open space in the amount of 20% of the property area. Special incentives will be used to encourage the development of well-proportioned open space.

In addition to the Kakaako Waterfront Park, a variety of passive and active open space and park environments will increase the number of recreational opportunities available to the community. Proposed recreational amenities include a world-class aquarium, a large urban "green" area for active play and festivals, an interactive children's play area, a cultural facility within the existing amphitheater, and the extension of Kakaako Waterfront Park around Kewalo Basin and mauka via the inland promenade.

### **3.3.6 Historic and Archaeological Resources**

Significant historic resources in the Makai Area include the Department of Health Building, the U.S. Immigration Station, and the former Ala Moana Wastewater Pump Station (WWPS). These structures were constructed prior to 1941, and have been associated with a historic period or architectural style. The latter two are currently listed on the National Register of Historic Places, although all of these buildings are considered to have "high" preservation potential, historic significance, and can be feasibly maintained and sustained in their present condition.

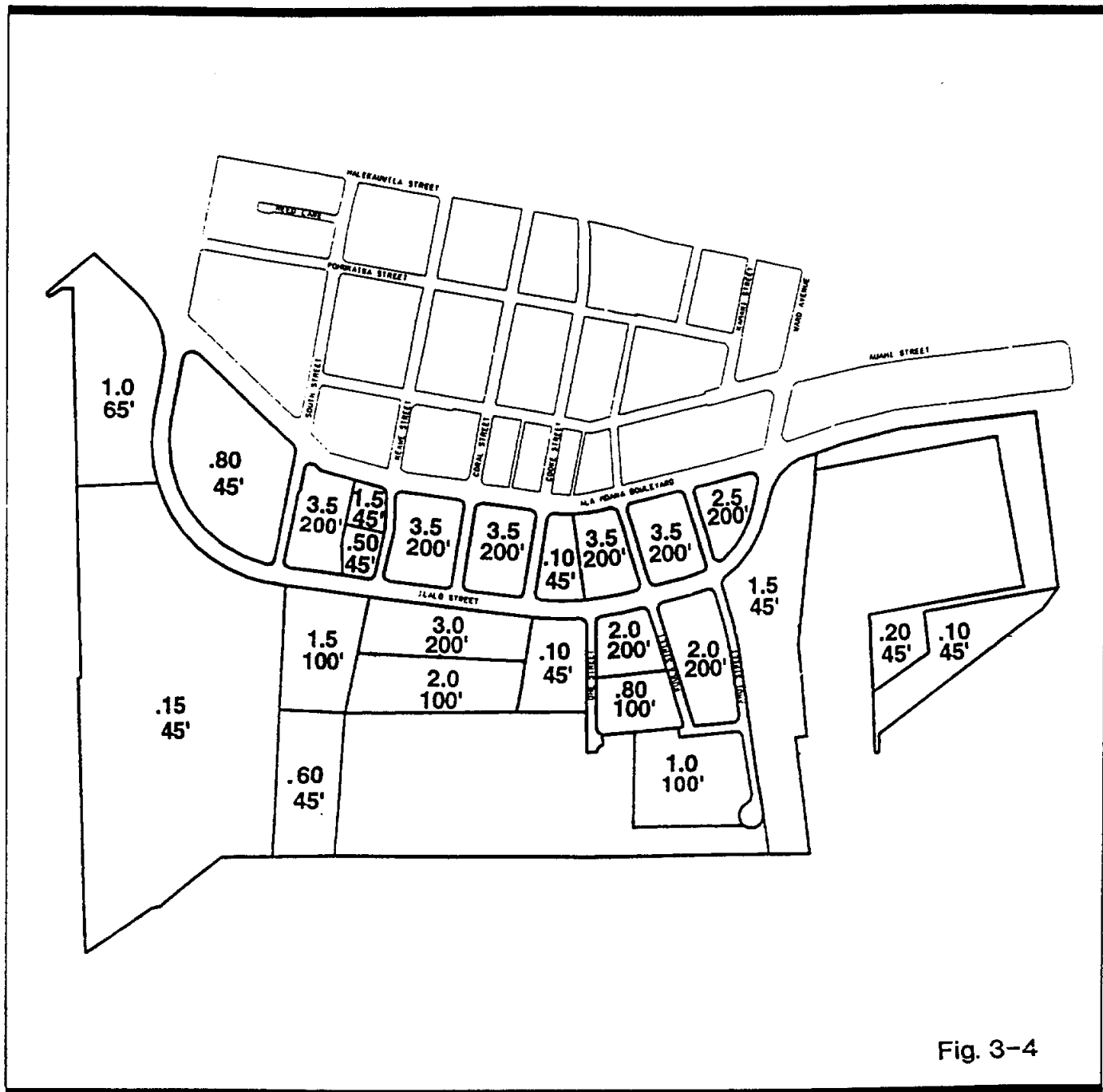


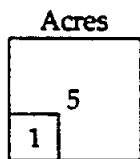
Fig. 3-4



Maximum Height and Density Plan

Legend

- 200' Indicates Maximum Allowable Height
- 3.5 Indicates Maximum FAR



### **Impacts and Mitigation Measures**

The historic resources in the Makai Area are proposed to be preserved, hence no significant adverse impacts are anticipated as a result of the revised plan. The U.S. Immigration Station and Department of Health Building are government-owned and are currently functioning for public use. As such, continued preservation of these sites can be reasonably expected. The function of the historic Ala Moana WWPS was replaced by the City and County of Honolulu's new Ala Moana WWPS located adjacent to the historic structure. Any future uses will be compatible and consistent with preserving its cultural significance and role in the historic development of the Honolulu Waterfront. As warrants, renovation and restoration of these sites will focus on such uses as cultural and educational centers. In the event that any archaeological features or remains are uncovered in the Makai Area during construction, work will cease immediately and the SHPD will be notified to determine and direct the proper course of action.

## **3.4 INFRASTRUCTURE SYSTEMS AND SERVICES**

This section addresses the existing conditions, impacts and mitigative measures relating to infrastructure systems and services which include roadways, water, wastewater, drainage, solid waste, power and communications, police and fire, medical and schools as they apply to the Makai Area.

### **3.4.1 Transportation System**

#### **3.4.1.1 Existing Roadway System**

Several streets comprise the roadway system which services the Makai Area and vicinity including Ala Moana Boulevard, Ward Avenue, and Punchbowl, Cooke and South Streets. Also providing access in and around the Makai Area are Ilalo, Pohukaina, Koula, Coral, Keawe, Ahui, Olomehani, and Ohe Streets.

The State-owned Ala Moana Boulevard serves as a major east-west arterial providing access through the Makai Area, with three through-lanes in each direction, in addition to separate left-turn lanes at most intersections. Traffic signal controls are located at each cross street except for Ahui and Ohe Streets, which are restricted to right-turns in or out of these streets.

Punchbowl and South Streets provide mauka-makai access to the Makai Area, and function as a one-way street couplet. Punchbowl Street provides three makai-direction lanes below Halekauwila Street, ending with two left-turn lanes and two right-turn lanes on Ala Moana Boulevard. Parking is permitted along both curbs. South Street is a two-way street makai of Pohukaina Street. The segment makai of Ala Moana Boulevard provides access to the Fort Armstrong area port operations. Parking is permitted mauka of Ala Moana Boulevard.

Ward Avenue also provides primary mauka-makai access to the Makai Area, with two travel lanes in each direction, and left-turn lanes in intersections makai of Kapiolani Boulevard. On-street parking is permitted between Ala Moana Boulevard and Queen Street. As another secondary street facilitating mauka-makai travel through the Makai Area, Cooke Street has been widened to four lanes between Ala Moana Boulevard and Kapiolani Boulevard. Four-way STOP signs are used at the intersections of Pohukaina and Halekauwila Streets, while signalized controls are used at Queen Street. Parking is permitted in the curb lanes of most blocks.

Other secondary and minor streets are two-way, two-lane streets, most of which provide a 20- to 28-foot-wide pavement with parking allowed along the unsurfaced shoulder areas. Several segments have been improved to include sidewalks and curb/gutter sections.

#### **3.4.1.2 Existing Traffic Conditions**

A traffic analysis for the proposed Makai Area Plan was prepared by Kaku Associates in October 1997. Traffic counts were conducted at nine intersections along Ala Moana Boulevard in the Makai area during morning and evening peak hours of traffic. The Level of Service (LOS) and volume to capacity ratio for each of the intersection was determined. LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent or free flow conditions at LOS A to overloaded conditions at LOS F. The study found that during the morning peak hour, eight of the nine study intersections currently operate at LOS C or better. During the evening peak hour, however, three intersections operate at LOS D and three intersections operate at LOS E. Findings of the traffic analysis are summarized in Table 3-1.

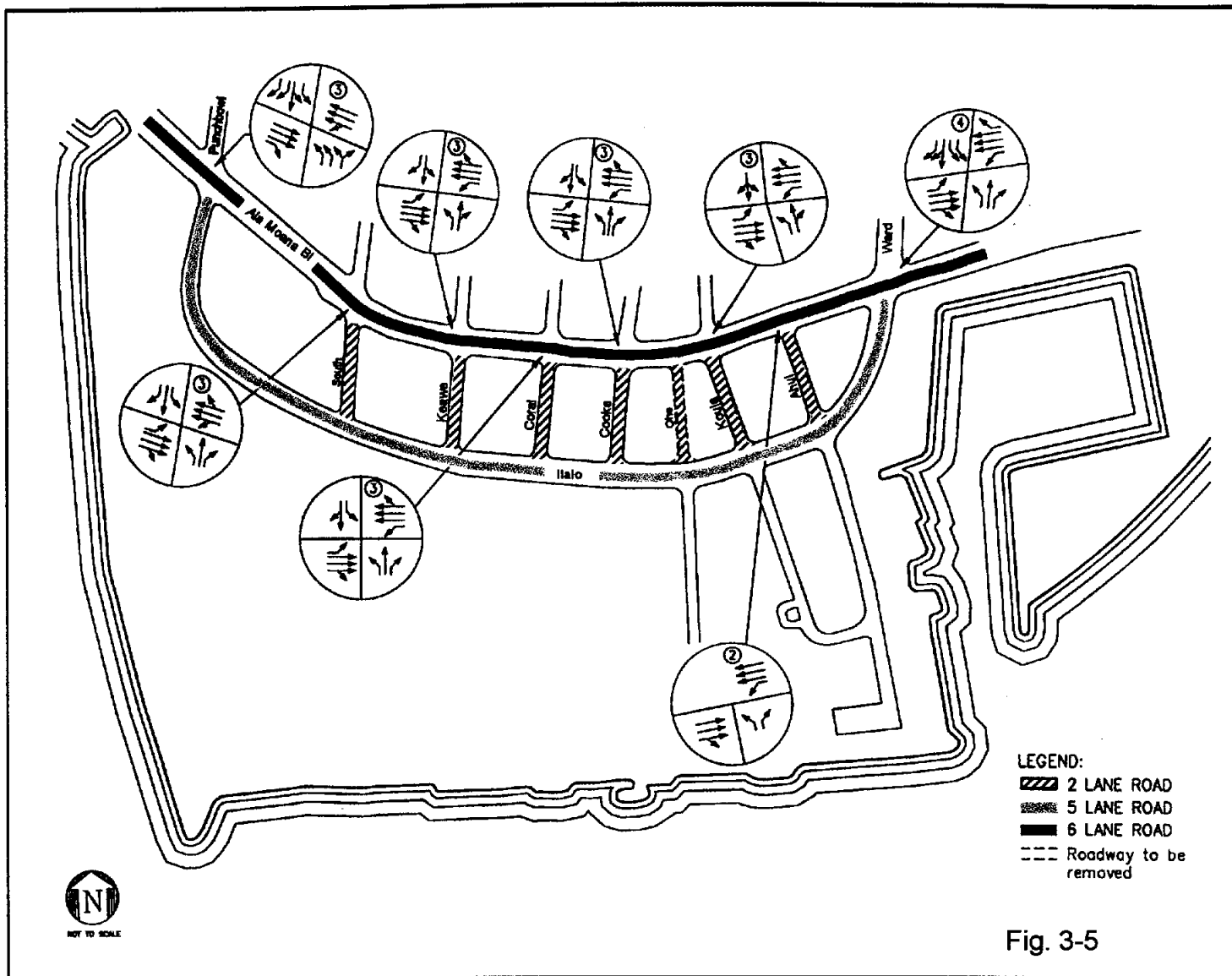
#### **Impacts and Mitigation Measures**

The land uses proposed in the proposed plan will generate a substantial amount of traffic. Roadway improvements to mitigate the anticipated increases in traffic are illustrated in Figure 3-5. The key features of the plan include:

- Extensions of Ward Avenue and Punchbowl Street to ensure that the development areas makai of Ala Moana Boulevard have adequate access.
- The widening of the north/south roads to provide internal access and circulation within the makai area.
- Improvements to each of the intersections of the north/south roads at Ala Moana Boulevard.
- The closure of Ohe Street from Ala Moana Boulevard to Ilalo Street.

**TABLE 3-1  
EXISTING AND PROJECTED YEAR 2020  
TRAFFIC CONDITIONS**

| INTERSECTION                 | PEAK<br>HOUR | YEAR 1997<br>EXISTING |     | YEAR 2020<br>CUMULATIVE<br>BASE |     | YEAR 2020<br>CUMULATIVE W/<br>PLAN |     | YEAR 2020<br>CUMULATIVE W/<br>PLAN AND W/<br>MITIGATION |     |
|------------------------------|--------------|-----------------------|-----|---------------------------------|-----|------------------------------------|-----|---|-----|
|                              |              | V/C                   | LOS | V/C                             | LOS | V/C                                | LOS | V/C   | LOS |
| 1. Punchbowl St. & Ala Moana | AM           | 0.58                  | A   | 0.82                            | D   | 1.06                               | F   | 0.90  | D   |
|                              | PM           | 0.76                  | C   | 0.98                            | E   | 1.17                               | F   | 0.99  | E   |
| 2. South St. & Ala Moana     | AM           | 0.74                  | C   | 0.94                            | E   | 1.00                               | E   | 0.86  | D   |
|                              | PM           | 0.85                  | D   | 1.20                            | F   | 1.34                               | F   | 1.17  | F   |
| 3. Keawe St. & Ala Moana     | AM           | 0.66                  | B   | 0.86                            | D   | 0.89                               | D   | 0.75  | C   |
|                              | PM           | 0.84                  | D   | 1.12                            | F   | 1.21                               | F   | 1.04  | F   |
| 4. Coral St. & Ala Moana     | AM           | 0.65                  | B   | 0.78                            | C   | 0.93                               | E   | 0.80  | C   |
|                              | PM           | 0.78                  | C   | 1.03                            | F   | 1.20                               | F   | 1.03  | E   |
| 5. Cooke St. & Ala Moana     | AM           | 0.69                  | B   | 0.83                            | D   | 0.92                               | E   | 0.79  | C   |
|                              | PM           | 0.83                  | D   | 1.03                            | F   | 1.19                               | F   | 1.03  | F   |
| 6. Ohe Ln. & Ala Moana       | AM           | 0.52                  | A   | 0.62                            | B   | NA                                 | NA  | NA  | NA  |
|                              | PM           | 0.58                  | A   | 0.74                            | C   |                                    |     |   |     |
| 7. Koula St. & Ala Moana     | AM           | 0.69                  | B   | 0.74                            | C   | 0.80                               | C   | 0.66  | B   |
|                              | PM           | 0.84                  | D   | 0.97                            | E   | 1.13                               | F   | 0.98  | E   |
| 8. Ahui St. & Ala Moana      | AM           | 0.49                  | A   | 0.61                            | B   | 0.87                               | D   | 0.75  | C   |
|                              | PM           | 0.56                  | A   | 0.74                            | C   | 0.98                               | E   | 0.81  | D   |
| 9. Ward Ave. & Ala Moana     | AM           | 0.74                  | C   | 0.86                            | D   | 1.03                               | F   | 0.90  | D   |
|                              | PM           | 0.79                  | C   | 1.13                            | F   | 1.27                               | F   | 1.11  | F   |



## **PROPOSED ROADWAY IMPROVEMENTS**

Prepared for:

Hawaii Community  
Development Authority

Source:

Kaku Associates

**MARCH 1998**



The major conclusions of the traffic study prepared by Kaku Associates include the following:

- Whether or not the project is implemented, traffic along Ala Moana Boulevard is expected to significantly increase and levels of service at the intersections deteriorate due to regional growth beyond the Makai Area.
- The implementation of the proposed Makai Area Plan is expected to result in the generation of a significant volume of traffic to the area. The project traffic is expected to have a significant impact at eight of the nine intersections evaluated as part of the study.
- Appropriate measures have been identified that would mitigate all of the project-related impacts on the street system. The mitigation measure is a major physical roadway improvement to the Mauka roadway system.
- With completion of the project, roadway improvements and mitigation measures, each of the intersections in the study area would operate at a Level of Service (LOS) that is equal to or better than without the project.
- Despite mitigation of project-generated impacts and operating conditions equal to or better than without the project, all but one of the eight study area intersections are projected to operate at LOS E or F after completion of the project and the proposed mitigation measures. However, the LOS would be worse at each intersection if the proposed project is not implemented.

The traffic study also assessed year 2020 base traffic conditions and corresponding Level of Service (LOS) and volume to capacity (V/C) ratios of intersections in the Kakaako Makai Area. The traffic study did not consider the one-way couplet for Ala Moana Boulevard and Ilalo Street previously proposed in 1994. The negative aspects of this couplet that work against the proposed land uses include:

1. There would be high volumes of traffic along Ilalo Street (4,000 vehicles per hour), whereas Ilalo Street is envisioned to function as a collector street directly serving the adjacent land uses and not as an element of the regional transportation system.
2. Four one-way lanes would be required on Ilalo Street to achieve an acceptable level of service. This would effectively separate the land uses on both sides of the street. With Ala Moana Boulevard already separating the Mauka and Makai Areas, this would create another layer of separation.

3. Four one-way lanes on Ilalo Street would work against the goal of creating a pedestrian-friendly environment in the Makai Area. It would also be viewed as anti-retail by potential merchants, and would be disruptive to the slower scale of activity desired for the recreational/retail planned developments.
4. The one-way couplet would improve operating conditions on Ala Moana Boulevard between South Street and Ahui Street but conditions at the intersections of Ala Moana Boulevard with Punchbowl Street and Ward Avenue would be worse. Also, the intersections along Ilalo Street would all be worse.

In order to mitigate year 2020 traffic conditions, the HCDA is currently conducting a traffic study to evaluate a Queen Street/Pohukaina-Auahi Street couplet. The study will also evaluate possible alternatives including a Queen Street-Halekauwila Street couplet or widening Queen Street only. This would provide an alternative route between downtown Honolulu and the Ala Moana Shopping Center area. In either case, roadway improvements would increase the capacity within the corridor and would divert traffic from both Ala Moana Boulevard and Kapiolani Boulevard.

The traffic analysis indicates that although all but one of the intersections would continue to operate at LOS E or F, the implementation of the mitigation measures would ensure that all of the locations have V/C ratios that are equal or lower under future conditions with the Makai Area Plan than future conditions without the Makai Area Plan (and without the mitigation measures). This indicates that the combination of the planned roadway improvements in the Makai Area Plan and the proposed mitigation measures would result in future traffic conditions in which the transportation system would operate better with the Makai Area Plan than without the plan.

#### **3.4.1.3 Existing Bus and Bikeway Systems**

A number of TheBus trunk routes provide public transit access to the Makai Area. Most of these routes operate along Ala Moana Boulevard, although several of the routes also operate along Ward Avenue or Punchbowl Street. Buses typically carry less than seated loads (typically 20 to 30 riders per bus) on the portion of the route between Ala Moana Center and Downtown Honolulu, although other portions of these routes may frequently experience seated or standing loads during peak periods.

Ala Moana Boulevard, Ward Avenue, South Street, and Punchbowl Street are designated as bicycle routes. There are no marked bicycle lanes or bicycle paths along these streets.

**Impact and Mitigation Measures**

The new developments proposed in the Makai Area plan could add approximately 2,200 passenger boardings and alightings to the routes serving the Makai Area. TheBus routes along Ala Moana Boulevard may be able to accommodate such increased level without adding capacity specifically for this area, as there is currently ample, unused capacity along the Kakaako segment. A new route may be required along Ilalo Street in the future. For new routes, shelters and benches will be required for all bus stops.

Rail transit has been proposed for Honolulu and although development in the near future is uncertain, future development remains a possibility. Alternative alignments through Kakaako include Halekauwila Street with stations at South and Ahui Streets, and Pohukaina Street with stations at South Street and Ward Avenue.

In addition to TheBus and proposed rail transit, long-range plans for public transportation include the potential provision of a shuttle service that would connect the Makai Area with the Kakaako Mauka Area, downtown Honolulu and Aloha Tower.

The State DOT has planned a regional bikeway network that designates a bike lane along Ala Moana Boulevard. Additional bicycle facilities proposed in the Makai Area Plan include bike lanes along Keawe and Cooke Street leading to Kakaako Waterfront Park. A bike path will also traverse along the waterfront in the Makai Area and will connect to Ala Moana Park at the east end of Kewalo Basin.

**3.4.2 Water System**

At present, main distribution water lines are located along Ala Moana Boulevard, Ohe Street, Ahui Street and in the Fort Armstrong area. Smaller waterlines are located along Keawe, Koula, and Ilalo Streets, and the Fort Armstrong area. All lines are maintained by the City and County of Honolulu, Board of Water Supply (BWS).

The Makai Area is served by the Bella Vista and Punchbowl Reservoirs, which provide water storage for a portion of peak hourly demands as well as emergencies. Major water pump stations which also service the project area during peak hours include the Kalihi and Beretania Stations.

According to the *Honolulu Desalination Plant Site Study* (April 1995), the City Corporation Yard site in the Makai Area has been identified as a possible location for a 10 mgd desalination plant. The study evaluated 12 sites on southern Oahu based on hydrogeology characteristics, land use compatibility, available utility services, brine disposal options, steam availability, and environmental and socio-economic impacts. Due to concerns regarding the plant's compatibility with proposed uses, limited brine disposal options, and

environmental and socio-economic impacts, the Corporation Yard site was ranked 11th out of the 12 potential sites.

### **Impacts and Mitigation Measures**

At full development, average water demand is projected to be approximately 700,500 gpd while projected maximum demand is projected to be approximately 1,050,750 gpd. Water supply allocation for proposed Kakaako Makai improvements will be obtained from the State Department of Land and Natural Resources, Water and Land Development Branch which will either purchase water supply from the Board of Water Supply or develop new sources. *Developers of parcels owned by the State or Bishop Estate will be required to obtain a water allocation for source from the respective landowner and they will be required to pay the BWS' Water System Facilities Charges.* As required, the proposed water system improvements will be upgraded in accordance with the standards of the BWS. HCDA will also explore alternative water systems such as the potential of accommodating a non-potable water system for irrigation purposes, thereby reducing water requirements. *The desalination plant site feasibility study has not been completed and a future plant site remains a possibility for the Honolulu waterfront area.* ~~Construction of a desalinization plant in the Makai Area is unlikely due to the proposed site's low ranking.~~

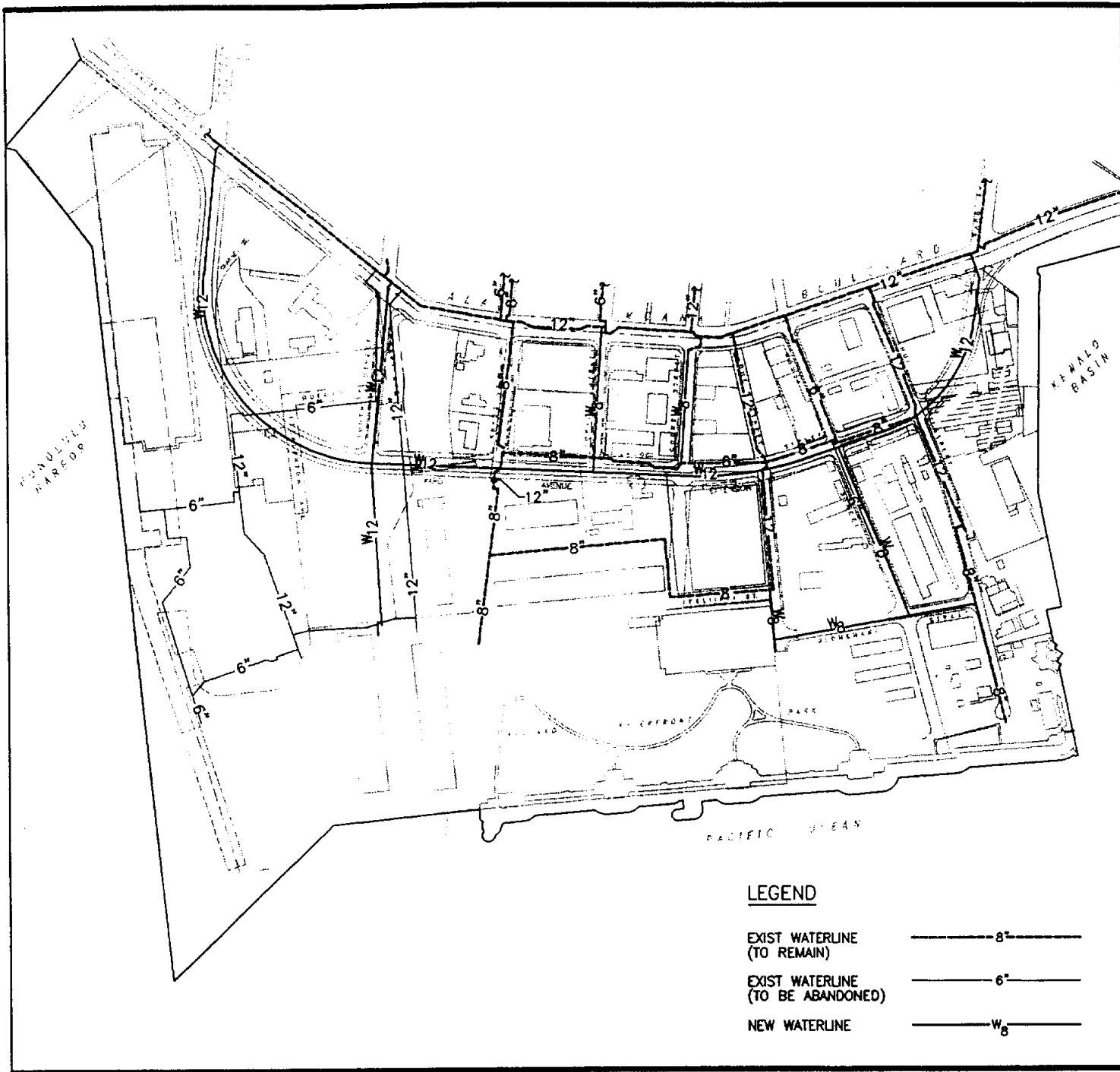
Approximately 8,170 lineal feet of new and replacement water lines will be required to meet expected business and domestic water usage and fire flow requirements. Improvements include installing a 12-inch waterline in Ilalo Street which would connect to an existing 12-inch waterline in Ala Moana Boulevard. The 12-inch waterline in Ilalo Street would form a loop network in the area with intermediate 8-inch waterline connections in Keawe Street, Coral Street, Cooke Street, Koula Street, and Ahui Street. See Figure 3-6, Proposed Water System Master Plan.

### **3.4.3 Wastewater System**

Maintained by the City and County of Honolulu Department of Wastewater Management (WWM), the primary wastewater lines servicing the Makai Area are located along Ala Moana Boulevard, as well as Ward Avenue. Wastewater flows in the Makai Area are routed to a 36-inch line located in Ala Moana Boulevard which connects to the Ala Moana Pump Station located on Keawe Street. Two force mains, 60 and 78-inch lines, convey wastewater from the Ala Moana WWPS to the Sand Island WWTP. The average daily wastewater flow rate recorded from May 1990 to May 1992 through the Ala Moana WWPS was 56.7 million gallons per day.

### **Impacts and Mitigation Measures**


According to the *Kakaako Makai Area Infrastructure Master Plan*, proposed improvements to the wastewater system are designed to accommodate a projected average flow of



## WATER SYSTEM MASTER PLAN

Fig. 3-6

Prepared for:  
HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY

Prepared by:  
 WILSON OKAMOTO &  
ASSOCIATES, INC.



MARCH 1998

approximately 101,000 gpd and a projected maximum flow of 442,000 gpd. Approximately 10,800 lineal feet of wastewater lines will be required. Other improvements include replacement of existing lines with larger lines to accommodate projected flows and meet City standards. As required, the proposed wastewater system improvements will be upgraded in accordance with the standards of the WWM. See Figure 3-7, Sewer System Master Plan.

*Lessee(s) of the historic Ala Moana Sewage Pump Station will be made aware that the adjacent Ala Moana Sewage Pump Station may emit fugitive odors and noise which could adversely impact operations. The lessee will also be encouraged to take appropriate measures, as needed, such as enclosing the building, providing air conditioning, and sealing manhole covers to mitigate potential adverse odor and noise impacts.*

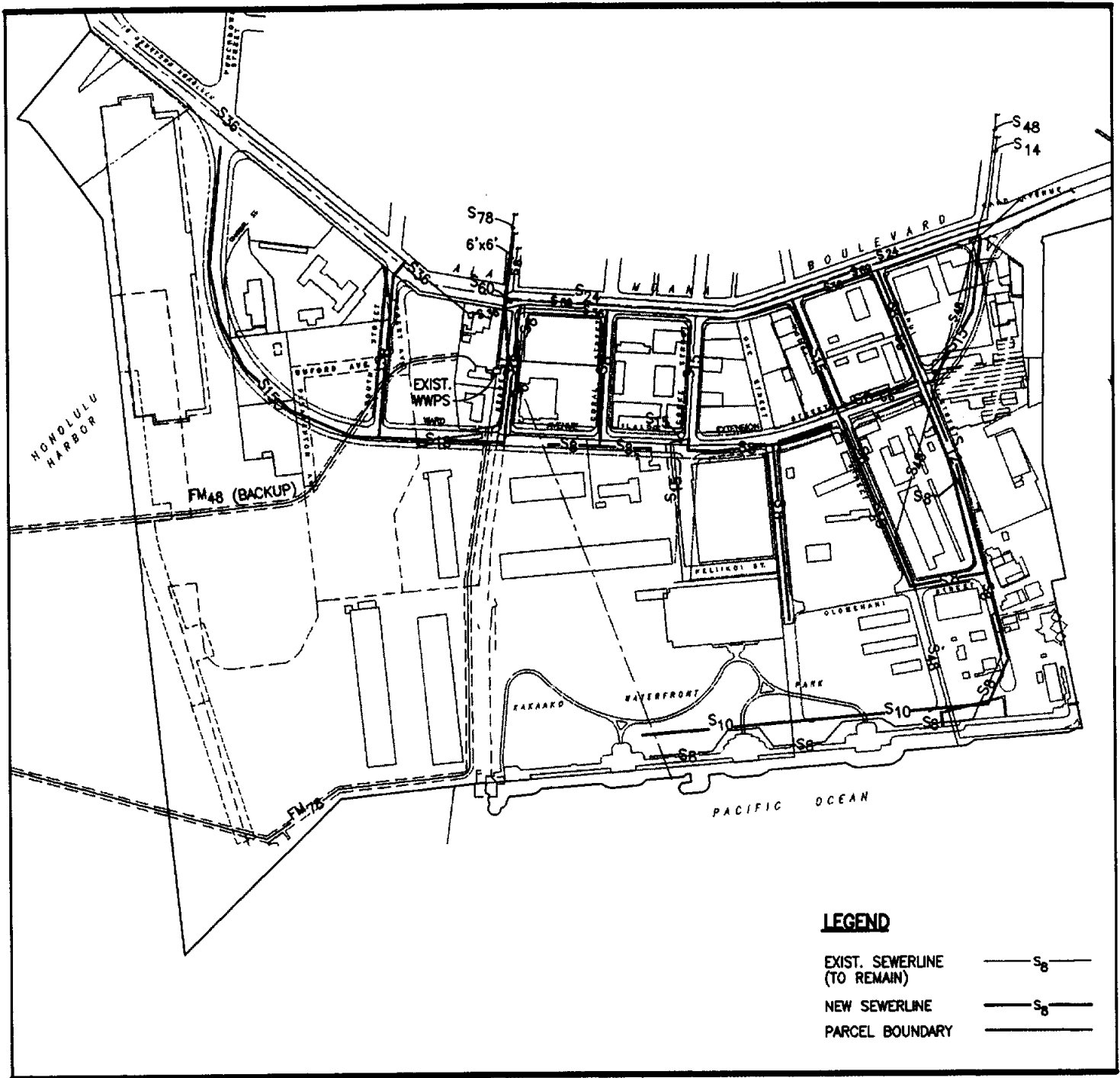
#### **3.4.4 Drainage System**

Constructed as early as 1921, the drainage system in the Makai Area generally has not been designed to the present City and County standards and there is inadequate drainage along the existing roads and driveways.

#### **Impacts and Mitigation Measures**

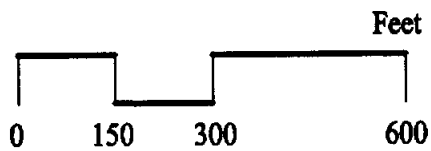
During construction, runoff may enter the existing municipal drainage system particularly during rainy periods and sprinkling activities needed for dust control. Temporary cofferdams, debris-sediment traps or alternative methods may be employed at drainage outlets to mitigate potential water quality impacts. These measures will trap a majority of the sediment and debris which may otherwise flow to coastal areas. In addition, erosion control measures have been designed in conjunction with the Kakaako Waterfront Park. NPDES Permits will be required by the DOH for discharges to State waters as a result of construction clearing and grading, or construction dewatering activities, pursuant to Section 11-5-34.08(b) HAR. Drainage and Erosion Control Plans which specify appropriate mitigative measures will be prepared to control discharges of effluent resulting from both construction and dewatering activities. Where possible, Best Management Practices will be incorporated in open spaces and recreational areas to minimize the discharge of pollutants into Kewalo Basin and Mamala Bay from storm water runoff.

Improvements to the drainage system were investigated and proposed in the *Kakaako Makai Area Infrastructure Master Plan* (see Figure 3-8). Proposed improvements include an extensive system of catch basins, drain inlets and drain lines to be developed within the Makai Area roadways. Runoff will be conveyed from developed parcels and discharged into Kewalo Basin or into the drainage channel near Keawe Street. Approximately 6,000 linear feet of drainlines between 108-inches and 18-inches are proposed to be installed.



**LEGEND**


|                                 |                    |
|---------------------------------|--------------------|
| EXIST. SEWERLINE<br>(TO REMAIN) | — S <sub>8</sub> — |
| NEW SEWERLINE                   | — S <sub>8</sub> — |
| PARCEL BOUNDARY                 | — — —              |



**SEWER SYSTEM  
MASTER PLAN**

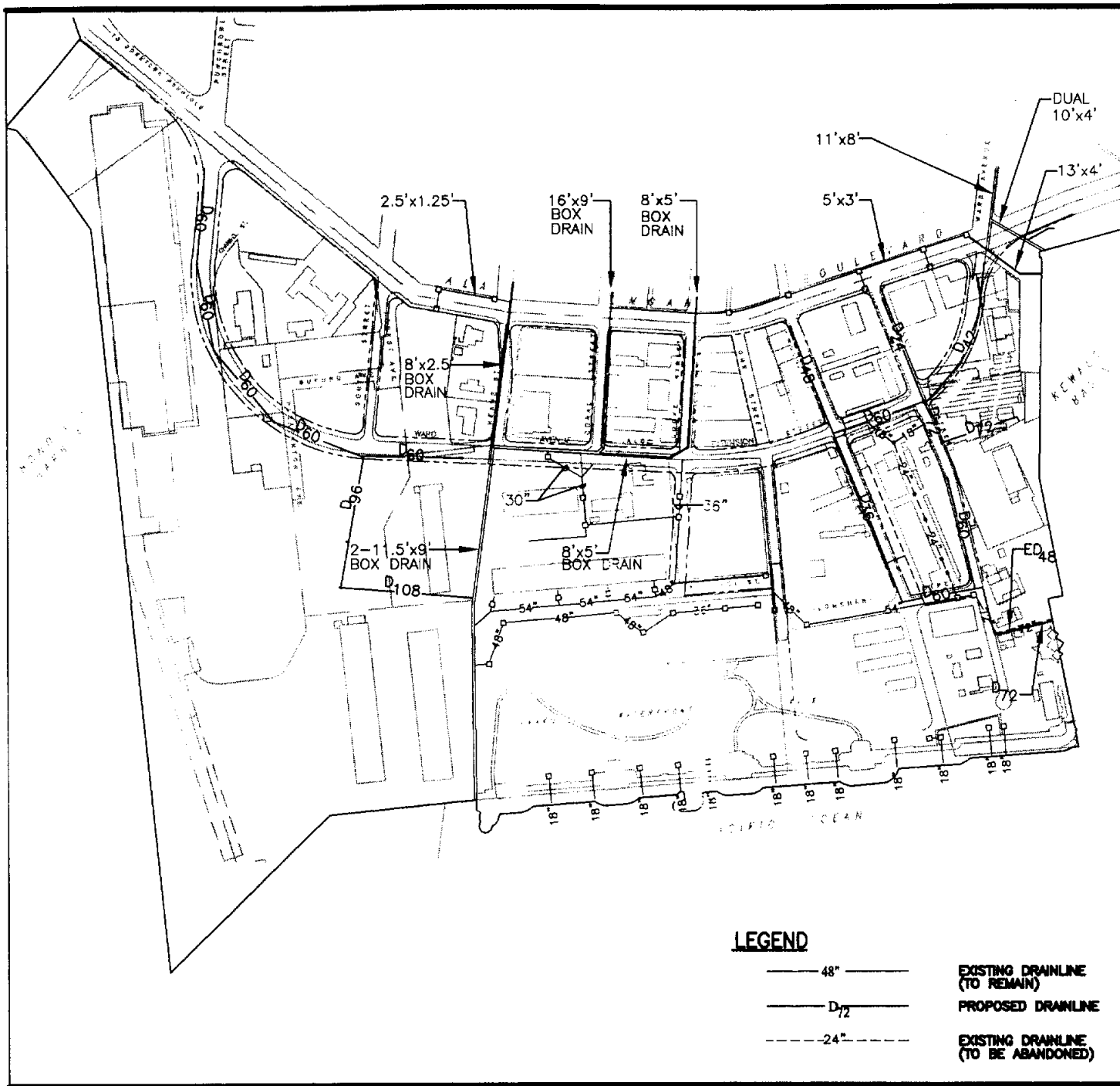
Fig. 3-7

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## **DRAINAGE SYSTEM MASTER PLAN**

**Fig. 3-8**

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DEVELOPMENT AUTHORITY

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### 3.4.5 Solid Waste Collection and Disposal System

Private refuse collectors serve some commercial and industrial users in the area. City-collected solid wastes from the Honolulu District are hauled to a transfer station at Keehi and hauled to the Waipahu incinerator and/or the Campbell Industrial Park H-Power Plant for eventual disposal at the Waimanalo Gulch Sanitary Landfill.

#### **Impacts and Mitigation Measures**

Solid waste collection and disposal systems and services would increase as demands for services increase in the Makai Area. There will likely be an increase in the demand for private refuse collection services as commercial office and retail development occur.

As a result of Oahu's diminishing disposal capacity for solid waste, both the State and City and County of Honolulu have set aggressive waste reduction goals for the next several years. The State, through Act 324, SLH 1991, intends to reduce solid waste by 50 percent less than 1991 levels by the year 2000. The objective of the City and County of Honolulu is to reduce solid waste by 75 percent by the year 2000. In order to help meet these waste reduction goals, the project's design will consider incorporating diversion and reduction activities into its uses, such as providing separate trash bins for recycleable waste materials.

### 3.4.6 Power and Communication Systems

Power and communication requirements in the Makai Area are currently served by Hawaiian Electric Company, Inc. (HECO), Hawaiian Telephone Company, and Oceanic Cablevision via overhead and underground systems. ~~HECO's nearby Honolulu Power Plant is located in the Aloha Tower area; however, power for the Makai Area will be provided by the Iwilei Substation via a 25 kV service line.~~

#### **Impacts and Mitigation Measures**

The proposed improvements to the electrical and communication utilities will consist of ductlines, pullboxes and manholes for each system. All overhead lines will be placed underground in concrete-encased ductlines. Design of the improvements will conform to the standards of the utility company that owns the system.

In the event that demands within the Makai Area warrant it, a new substation (funded by HECO) may be required to meet projected power requirements. HECO's policy is to increase system service capacity only when the need arises or when future loads can be anticipated with reasonable certainty. The HCDA will coordinate the timing and location of the substation with HECO.

In addition to telephone and cable TV lines, a state-of-the-art telecommunication infrastructure system is being planned for the Makai Area. Approximately 11,000 linear feet

of underground conduits are being planned as part of the overall infrastructure improvements to the Makai Area. It is envisioned that the conduit systems will be "installation ready" for ~~private access providers telecommunications carriers certified under HRS, Chapter 269~~ to establish fiberoptic networks to support commercial developments in the Makai Area.

### 3.4.7 Police, Fire and Civil Defense

Police protection services are provided by the Honolulu Police Department (HPD). The Makai Area is located within the Honolulu Metropolitan Police District 1 which extends from Hawaii Kai to Pearl City. District 1 headquarters is located on Hotel Street between Beretania and King Streets. Fire service is provided through the Honolulu Fire Department's (HFD) Kakaako, Pawaa, and Central stations. State Civil Defense currently has a siren located at the intersection of Ward Avenue and Ala Moana Boulevard.

#### Impacts and Mitigation Measures

During the short-term construction period, potential crime-related impacts may be mitigated through the use of locks, adequate lighting, barricades, and/or screening around the project site, in addition to hiring security personnel during evening, weekend and holiday hours. ~~The HPD has preliminarily indicated that the project should not have a significant impact on police services.~~ *The HPD has stated that it believes that the proposed redevelopment of the Kakaako Makai Area, coupled with planned developments in the surrounding area, will likely require an increase in overall police presence. The HCDA will continue to work with the HPD to minimize the potential for criminal activity in the Kakaako Makai Area.* Coordination with the HPD will also be undertaken during construction to ensure public safety and to alleviate possible parking and traffic congestion problems. In the long-term, on-site security measures including well-designed and lighted areas, and security personnel will further assist in reducing or preventing crime.

The HFD has indicated that it foresees no adverse impact on fire facilities or services. Prior to commencement of construction, building and construction plans will be submitted to the building and fire departments for permit review and approval. Development will comply with fire protection requirements of the HFD's Fire Prevention Bureau, including access for fire apparatus, water supply, and building construction. Fire accessibility of existing fire connections will be maintained.

*State Civil Defense has requested that the project include one (1) 121 Db solar-powered siren to be installed at the intersection of Ilalo Street and Ala Moana Boulevard. The existing siren at the intersection of Ward Avenue and Ala Moana Boulevard may also have to be relocated depending upon changes which occur in the vicinity. The HCDA will work with State Civil Defense regarding the accommodation, relocation, and installation of sirens in the Makai Area.*

#### **3.4.8 Medical Services**

Major medical service facilities in the vicinity of Kakaako include Queen's Medical Center located on the corner of Beretania and Punchbowl Streets, and Straub Clinic and Hospital located on King Street and Ward Avenue, and the Kaiser Permanente Medical Center's Honolulu Clinic on Pensacola Street. The proximity of these major medical facilities indicate that adequate medical service will be available to Makai Area workers and visitors.

#### **3.4.9 Schools**

Schools which serve the Makai Area include Royal Elementary School located at the corner of Punchbowl and Lusitana Streets, Central Intermediate School located at Queen Emma Street and Vineyard Boulevard, and McKinley High School located on the corner of King and Pensacola Streets, adjacent to the Neal Blaisdell Center. Since the residential component of the Makai Area plan has been eliminated, no impact on schools in the vicinity of the Makai Area is anticipated.

## **4. RELATIONSHIP TO LAND USE PLANS AND POLICIES**

### **4.1 Overview**

This section describes the proposed action in relation to the applicable policies and controls of the Federal government, State of Hawaii, and City and County of Honolulu agencies.

### **4.2 Federal Policies and Controls**

Any project that proposes work or discharges into U.S. navigable waters must comply with the following laws and Executive Orders:

Section 10 of the Rivers and Harbors Act (P.L. 90-483), Sections 401 and 404 of the Federal Clean Water Act Amendments (P.L. 95-217), and applicable implementing regulations;

Section 307 of the Coastal Zone Management (CZM) Act (92-583), as amended and applicable implementing regulations;

Section 208 of the Federal Water Pollution Control Act Amendments (P.L. 92-00), and applicable implementing regulations;

National Historic Preservation Act (P.L. 89-665), and applicable implementing regulations.

Section 10 of the Rivers and Harbors Act, and Sections 401 and 404 of the Clean Water Act stipulate that a permit is required for work performed in or affecting navigable waters which will have an impact on navigable capacity and certain discharges of dredged or fill material into U.S. waters. Completed as part of the initial phase of project implementation, the repair and rehabilitation of the seawall along Kewalo Basin and Kakaako Peninsula was performed in accordance with these regulations.

The Kakaako Peninsula's location on the Honolulu waterfront places it in proximity to aircraft departures from Honolulu International Airport. Under the proposed Makai Area Plan, the maximum building height within the Makai Area would be 200 feet. Based on an approach surface ratio of 50:1, the maximum allowable building height within the Makai Area is 300 feet. Federal Aviation Regulations (FAR) Part 77 sets forth standards for determining obstructions in navigable airspace, and requirements for notice to the Federal Aviation Administration (FAA). The FAR Part 77 is administered when navigable airspace may be affected by any object (erected or altered) with a height of more than 200 feet.

### 4.3 State Plans, Policies, and Controls

A number of State plans, policies and controls provide guidelines for development within the State of Hawaii. These guidelines include the Hawaii State Plan, State Functional Plans, State Land Use Districts, Coastal Zone Management, Honolulu Waterfront Master Plan, Kakaako Community Development District Plan and Conservation District Law. The following describes the relationship of the proposed action to these plans.

#### 4.3.1 Hawaii State Plan

The Hawaii State Plan was developed to serve as a guide for future development of the State of Hawaii in the areas of population growth, economic benefits, enhancement and preservation of the physical environment, facility systems maintenance and development, and socio-cultural advancement, Chapter 226, Hawaii Revised Statutes (HRS) as amended. The Plan identifies the goals, objectives, policies and priorities for the development and growth of the State, for which guidelines have been provided to give direction to the overall development of the State.

The Makai Area Plan is consistent with the objectives and policies of the Hawaii State Plan. Described in the following sections are the relationship and compatibility of the proposed project with the overall plans for the State of Hawaii as set forth in the Hawaii State Plan.

##### 4.3.1.1 Population (HRS §226-5)

*[§226-5] Objectives and policies for population. (a) "It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives ... :*

*(b) To achieve the population objective, it shall be the policy of this State to:*  
*(1) "Manage population growth statewide in a manner that provides increased opportunities for Hawaii's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county"; ... and (4) "Promote increased opportunities for Hawaii's people to pursue their socio-economic aspirations throughout the islands".*

The proposed project will achieve the population objectives by increasing and encouraging the physical, social and economic opportunities and aspirations for the people of the State of Hawaii. The overall goal of the project to create a "people-oriented gathering place" directly relates to the population policies.

Increased physical, social and economic opportunities will be accomplished by the development of commercial, social and recreational facilities. Numerous job

opportunities will be created by the various uses, thereby increasing economic activity. The unique mix of passive and active social and recreational facilities will enhance the mental and physical well-being of the people in the community. People will be attracted to this area because of its amenities, social and recreational activities, employment opportunities, and proximity to the ocean, Downtown, and Waikiki.

#### 4.3.1.2 Economy (HRS §226-6, -8, and -10)

*[§226-6] "Objectives and policies for the economy - in general. (a) Planning for the State's economy in general shall be directed toward achievement of ... : (a) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people.*

*(b) To achieve the general economic objectives, it shall be the policy of this State to: ... (6) Strive to achieve a sustained level of construction activity responsive to, and consistent with, state growth objectives; ... (14) Encourage businesses that have favorable financial multiplier effects within Hawaii's economy; and (15) Promote and protect intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy".*

*[§226-10] "Objectives and policies for the economy - potential growth activities. (a) Planning for the State's economy with regard to potential growth activities shall be directed towards achievement of the objective of development and expansion of potential growth activities that serve to increase and diversify Hawaii's economic base.*

*(b) To achieve the potential growth activity objective, it shall be the policy of this State to: (1) Encourage investment and employment in economic activities that have the potential for growth such as ... marine-related industries; ... and (3) Enhance Hawaii's role as a center for ... education, culture, and the arts".*

The proposed project will create numerous short-term and long-term employment opportunities. Short-term employment will be available during the course of construction. Diversified employment opportunities will be created by commercial and retail uses, as well as cultural, arts, educational and recreational facilities, with choices in the variety of indoor and outdoor jobs which will be created.

In addition to increasing employment opportunities, the diversity of planned uses will facilitate growth in educational, cultural and artistic programs. These uses will contribute to the mental and physical well-being of Hawaii's present and future generations.

**4.3.1.3 Physical Environment (HRS §226-11, -12, and -13)**

**[§226-11] "Objectives and policies for the physical environment - land-based, shoreline, and marine resources.** (a) Planning for the State's physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives: (1) Prudent use of Hawaii's land-based, shoreline, and marine resources; and (2) Effective protection of Hawaii's unique and fragile environmental resources.

(b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of the State to: ... (2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems; (3) Take into account the physical attributes of areas when planning and designing activities and facilities; ... (8) Pursue compatible relationships among activities, facilities, and natural resources, especially within shoreline areas; and (9) Promote greater accessibility and prudent use of the shoreline for public recreational, educational, and scientific purposes."

**[§226-12] "Objectives and policies for the physical environment - scenic, natural beauty, and historic resources.** (a) Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawaii's scenic assets, natural beauty, and multi-cultural/historical resources.

(b) To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to: (1) Promote the preservation and restoration of significant natural and historic resources; ... (3) Promote the visual and aesthetic enjoyment of mountains, ocean vistas, scenic landscapes, and other natural features; (4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage; ... and (5) Encourage the design of developments and activities that complement the natural beauty of the islands."

**[§226-13] "Objectives and policies for the physical environment - land, air, and water quality.** (a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives: (1) Maintenance and pursuit of improved quality in Hawaii's land, air and water resources; and (2) Greater public awareness and appreciation of Hawaii's environmental resources.

(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to: ... (2) Promote the proper management of Hawaii's land and water resources; (3) Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters; ... (5) Reduce the threat to life and property from erosion, flooding, tsunamis, earthquakes, and other natural or man-induced hazards and disasters;

*(6) Encourage design and construction practices that enhance the physical qualities of Hawaii's communities; (7) Encourage urban developments in close proximity to existing services and facilities; and (8) Foster recognition of the importance and value of the land, air, and water resources to Hawaii's people and their cultures."*

Much care was taken in the planning of this coastal area to achieve an aesthetically pleasing environment and a compatible relationship between land and water activities. The sculpting of the previous landfill mound has opened mauka-makai view corridors and expanded Diamond Head-Ewa view planes.

Building requirements will include at-grade open space, building setbacks, and view corridor setbacks. New high density developments are still required to have a minimum of 20 percent at-grade open space, which is intended to provide sufficient light and air on the ground and sufficient areas for pedestrian circulation and amenities, landscaping, and recreational space.

Building setbacks along the front, side and rear property lines affect the three-dimensional building form in a number of ways. Building setbacks provide safety measures for the general public's welfare. They also provide ground-level open space for sidewalk cafés, pedestrian-oriented shops, landscaping, pedestrian circulation and amenities, and provide view corridors between buildings and along streets. Furthermore, the landscaping and open lawns in the park areas will promote a sense of openness.

Three historic sites will be preserved -- the existing Immigration Station, the Department of Health Building, and the former Ala Moana Pump Station. Future uses of the buildings should help to ensure protection of the structures. Preservation will be assured through provisions of the Makai Area Rules, as well as design guidelines proposed for transition areas.

#### **4.3.1.4 Facilities Systems (HRS §226-14, 16 and -17)**

*[§226-14] "Objective and policies for facility systems - in general. (a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste-disposal, and utility systems that support statewide social, economic, and physical objectives.*

*(b) To achieve the general facility systems objective, it shall be the policy of this State to: (1) Accommodate the needs of Hawaii's people through improvement priorities established through the planning process."*



**[§226-16] "Objectives and policies for facility systems - water. (a) Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic ... commercial ... and other needs within resource capacities.**

**(b) To achieve the facility systems water objective, it shall be the policy of this State to: ... (2) Support research and development of alternative water sources; ... and (4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use."**

**[§226-17] "Objectives and policies for facility systems - transportation. (a) Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives. (1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods; and (2) A statewide transportation system consistent with planned growth objectives throughout the State.**

**(b) To achieve the transportation objectives, it shall be the policy of this State to: ... (6) Encourage the use of transportation systems that serve as a means of accommodating present and future development needs of communities; ... (10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment."**

**[§226-18] "Objectives and policies for facility systems-energy/utilities. (a) Planning for the State's facility systems with regard to energy/telecommunications shall be directed towards the achievement of the following objectives: (2) Increased energy self-sufficiency.**

**(c) To further achieve the energy objectives, it shall be the policy of this State to: (3) Promote prudent use of power and fuel supplies through conservation measures including: (A) Development of cost-effective demand-side management programs; (b) Education; and (C) Adoption of energy-efficient practices and technologies."**

There will be significant improvements or additions of public facility systems including drainage, wastewater and water resulting from the proposed action. In particular, implementation of a new drainage system will provide marked improvements to the Makai Area which currently experiences spot flooding and ponding problems during periods of heavy rain. Implementation of the Makai Area Plan will also require the development of new water source and storage facilities to meet the potable water demands. The new water

source will be developed in accordance with Chapter 20, Title 11, DOH Hawaii Administrative Rules (HAR) relating to potable water systems.

It is also anticipated that the roadway system will be improved by widening roadways and including curbs, gutters, sidewalks and street lighting. These improvements will greatly improve traffic circulation, pedestrian circulation and the overall appearance of the area. Implementation of roadway and utility improvements will be completed in accordance with applicable City and County of Honolulu and State Department of Transportation standards.

The Makai Area project will incorporate efficient use of energy resources through conservation and recycling measures. The project will utilize energy-efficient equipment to minimize energy costs. Further, the project's design will consider incorporating waste diversion and reduction activities into facility design. Such design measures could include provisions for centralized storage and processing facilities in all buildings.

#### **4.3.1.5 Socio-cultural Advancement (HRS §226-19, -21, -23, -25 and -26)**

##### ***[§226-21] "Objectives and policies for socio-cultural advancement - education.***

*(a) Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.*

*(b) To achieve the education objective, it shall be the policy of this State to: (1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups; (2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs."*

***[§226-23] "Objectives and policies for socio-cultural advancement - leisure. (a) Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.***

*(b) To achieve the leisure objective, it shall be the policy of this State to: .. (2) Provide a wide range of activities and facilities to fulfill the recreation needs of all diverse and special groups; (3) Enhance the enjoyment of recreational experiences through safety measures, educational opportunities, and improved facility design and maintenance; (4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values;*

(5) Ensure opportunities for everyone to use and enjoy Hawaii's recreational resources; .. and (8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, and musical arts."

**[§226-25] "Objectives and policies for socio-cultural advancement - culture. (a)** Planning for the State's socio-cultural advancement with regard to culture shall be directed towards achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawaii's people.

(b) To achieve the culture objective, it shall be the policy of this State to: ... (2) Support activities and conditions that promote cultural values, customs, and arts that enrich the life styles of Hawaii's people."

**[§226-26] "Objectives and policies for socio-cultural advancement - public safety. (a)** Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards achievement of the following objectives: (1) Assurance of public safety and adequate protection of life and property for all people; ... and (3) Promotion of a sense of community responsibility for the welfare and safety of Hawaii's people.

(b) To achieve the public safety objective, it shall be the policy of this State to: ... (3) Ensure that public safety programs are effective and responsive to community needs; and (4) Encourage increased community awareness and participation in public safety programs."

The proposed indoor and outdoor recreational facilities, aquarium, museums, amphitheater, and variety of park environments will provide healthy mental and physical enrichment to the general public. These facilities will help to meet the growing demand for a wide variety of social, cultural, educational and recreational activities which will be enjoyed by the community. The community will benefit culturally by the implementation of the theater, children's museum, and the preservation of two historic sites.

The Makai Area Plan will provide safe public access to the ocean and along the water's edge. The improved traffic and circulation patterns within and around the area will also foster public safety.

The plan will encourage private sector redevelopment wherever possible by providing sufficient infrastructure development to reduce the private sector risks and insure long-term project viability. Public/private sector development partnerships will also be

encouraged. Revenue generating development which would attract private sector development would include the Kewalo Commercial area and mixed use areas.

#### 4.3.1.6 Statewide Planning (HRS §226-52)

*[§226-52] "Statewide Planning System. (a) The statewide planning system shall consist of the following policies, plans, and programs: (1) The overall theme, goals, objectives, and policies established in this chapter that shall provide the broad guidelines for the State; (2) The priority guidelines established in this chapter that shall provide guidelines for decisionmaking by the State and the counties for the immediate future and set priorities for the allocation of resources. The formulation and revision of state functional plans shall be in conformance with the priority guidelines; (3) State functional plans that shall be prepared to address, but not be limited to, the areas of agriculture, conservation lands, education, energy, higher education, health, historic preservation, housing, recreation, tourism, and transportation. The preparing agency for each state functional plan shall also consider applicable federal laws, policies, or programs that impact upon the functional plan area. State functional plans shall define, implement, and be in conformance with the overall theme, goals, objectives, policies, and priority guidelines contained within this chapter. County general plans and development plans shall be taken into consideration in the formulation and revision of state functional plans; and (4) County general plans that shall indicate desired population and physical development patterns for each county and regions within each county. In addition, county general plans or development plans shall address the unique problems and needs of each county and regions within each county. County general plans or development plans shall further define the overall theme, goals, objectives, policies, and priority...*

*(b) The statewide planning system shall also consist of several implementation mechanisms, including: (2) The state budgetary, land use, and other decisionmaking processes shall consist of: (D) Land use decisionmaking processes of state agencies. Land use decisions made by state agencies shall be in conformance with the overall theme, goals, objectives, and policies, and shall utilize as guidelines the priority guidelines contained within this chapter, and the state functional plans approved pursuant to this chapter. The rules adopted by appropriate state agencies to govern land use decisionmaking shall be in conformance with the overall theme, goals, objectives, and policies contained within this chapter."*

#### 4.3.1.7 Economic Priority (HRS §226-103)

*[§226-103(f)] "Priority Guidelines for Energy Use and Development. (1) Encourage the development, demonstration, and commercialization of renewable energy sources; and (2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy."*

The Makai Area project will incorporate efficient use of energy resources through conservation and recycling measures. Where feasible the project will utilize energy-efficient equipment to minimize energy costs. Further, the project's design will consider incorporating waste diversion and reduction activities into facility design. Such design measures could include provisions for centralized storage and processing facilities in all buildings.

#### **4.3.2 State Environmental Policy (HRS §344)**

*[§344-4] "Guidelines. In pursuance of the state policy to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines: (7) Encourage the efficient use of energy resources."*

See comment in Section 4.3.1.7.

#### **4.3.3 State Functional Plans**

The Statewide planning system requires the development of State Functional Plans which are approved by the Governor of Hawaii. These plans were formulated to specify in greater detail the policies, guidelines and priorities set forth in the Hawaii State Plan. The State Functional Plans guide the implementation of State and County actions in the areas of: Energy, Transportation, Historic Preservation, Recreation, Health, Education, Housing, Tourism, Conservation Lands, Employment, Water Resources, Human Services, Education, Higher Education, and Agriculture. The following are objectives, policies and implementing actions as they relate to the Makai Area Plan:

##### **4.3.3.1 State Energy Functional Plan**

*Objective A: Moderate the Growth in Energy Demand through Conservation and Energy Efficiency.*

*Policy A(1): Promote and Stimulate Greater Energy Efficiency and Conservation in Non-transportation Sectors.*

*Implementing Action A(1)(d): Provide Technical Assistance for Energy Conservation/Efficiency Projects for Residential and Commercial Projects.*

*Policy A(2): Stimulate and Promote Greater Energy Efficiency and Conservation in the Transportation Sector.*

*Implementing Action A(2)(a): Provide Assistance to Counties, Regional Transportation Management Associations and Major Employers in the Development of Ridesharing Programs.*

The project will incorporate energy-efficient equipment and design where feasible. Such design elements may include the use of individual meters for the residential and commercial/retail uses to provide incentives for energy conservation, high-efficiency motors and chillers, energy-efficient ballasts for all fluorescent lamps, building design which maximizes indoor light without increasing indoor heat, use of insulation and double-glazed windows and doors, and energy-efficient metal halide lights for outdoor lighting.

To conserve energy consumed by motor vehicles, landscaped sidewalks are planned to encourage greater use by pedestrians. Easy access to public transportation will encourage ridership and reduce the amount of energy used by motor vehicles.

In addition, the extensive amount of landscaping proposed throughout the Makai Area will reduce heat reflectants. Energy conservation devices or methods can be used to conserve energy. The use of solar water heaters and designing buildings to maximize indoor light without increasing heat will help to lessen electrical power demands. These design alternatives could include tinting of glass windows or landscaping around buildings to provide shade. Other newly developed energy efficient retrofits will also be encouraged during design.

#### **4.3.3.2 State Transportation Functional Plan**

*Objective I.B: Reduction of travel demand through zoning and decentralization initiatives.*

*Policy I.B.1.: Close the gap between where people live and work through decentralization, mixed zoning, and related incentives.*

*Implementing Action I.B.1.c.: Promote the development of homes near jobs. Examples are residential condominiums in the Kakaako area to allow employees to live close to their downtown offices and employee housing built by resort developers in close proximity to resorts.*

***Objective II.A: Development of a transportation infrastructure that supports economic development initiatives.***

***Policy II.A.1: Support State economic development initiatives.***

***Implementing Action II.A.1.b: Complete acquisition of Kapalama Military Reservation. Develop incrementally to relocate industrial uses and to meet projected containerize cargo demand.***

To provide a safe, efficient and convenient movement of people and goods, roadway and harbor improvements will be provided. Significant upgrades to the existing roadway system are also planned as described in Section 3.4.1. Harbor improvements include the expansion of cruise and passenger ship berths in the Pier 1 and 2 areas. Plans for this expansion will be consistent with the State's policy to foster and support commerce and other industries.

#### **4.3.3.3 State Historic Preservation Functional Plan**

***Objective B: Protection of Historic Properties.***

***Policy B.2.: Establish and make available a variety of mechanisms to better protect historic properties.***

***Implementing Action B.2.b.: Support and assist the Counties to protect historic properties through zoning ordinances and other mechanisms.***

The Immigration Station, Department of Health Building, and former Ala Moana Sewage Pumping Station which are listed on the National Register of Historic Places will be preserved. Although the use of these sites may be changed, the architectural integrity of the structures will be maintained.

#### **4.3.3.4 State Recreational Functional Plan**

***Objective II-C: Improve and expand the provision of recreation facilities in urban areas and local communities.***

***Policy II-C(1): Meet the demand for recreational opportunities in local communities.***

The Makai Area Plan will provide a wide diversity of recreational opportunities which will be available to the public. Encompassing a large portion of the Makai Area, the recreation and open space component provides for active outdoor recreational facilities

that will be provided for the enjoyment of the community. The entire waterfront area from Ala Moana Park to Pier 1, including the existing Kakaako Waterfront Park, will be made accessible to the public.

Outdoor recreational facilities will also include the amphitheater, pedestrianways, and various park environments. Water-related recreational opportunities include fishing and surfing areas, and sport fishing and dinner cruise boat facilities. These facilities will provide ample recreational opportunities for the community as a whole.

#### **4.3.3.5 State Education Functional Plan**

##### ***Cluster A(4): Services and Facilities.***

*Policy: Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.*

*Goal: Provide facilities that are sufficient in number, functional, well-paced and compatible with the physical surroundings.*

##### ***Cluster B(4): Personal Development.***

*Policy: Support education programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.*

*Goal: Help schools effectively handle the whole length and breadth of required learning experiences.*

The existing Mauka and Makai Area Rules require developers to provide a public facilities dedication contribution towards the development of necessary public amenities related to education, health, safety and welfare of the affected community populations. The Department of Education has indicated its concern regarding projected demand on educational facilities in the service area.

The Makai Area Plan will increase opportunities for appreciation and participation in music and arts through the development of the theater and children's museum. These facilities will provide the means for development of creative expression in the artistic disciplines.

#### **4.3.4 State Land Use Districts**

According to the State Land Use Commission, lands in the Makai Area are designated within the "Urban" District. The proposed plan is in conformance with Urban District standards.



The "Conservation" District lies seaward of the shoreline in the Resource Subzone. The objective of this subzone is "to develop, with proper management, areas to ensure sustained use of the natural resources of those areas" (§13-2-13, Hawaii Administrative Rules). Uses within the Conservation District require a Conservation District Use Permit from the State Board of Land and Natural Resources.

#### 4.3.5 Coastal Zone Management

Section 307 of the National Coastal Zone Management (CZM) Act of 1972 (16 USC 111451 et. seq.) provides for State review of Federal actions or permits affecting the coastal zone of states with approved CZM programs. Hawaii's CZM program, established pursuant to Chapter 205A, HRS, is administered by the State Office of Planning (OP) and provides for the beneficial use, protection, and development of the State's coastal zone. A CZM Federal Consistency Review would be required in conjunction with the Department of the Army Permit, for improvements extending into the water. Prior to issuance of the Federal Permit, the OP must determine the project's consistency with the enforceable policies of the Hawaii CZM Program. These policies encompass broad concerns such as impact on recreational resources, historic and archaeological resources, coastal hazards, and the management of development. The relationship of the CZM objectives and policies as they apply to the Makai Area are summarized as follows:

*[§205A-2] Coastal zone management program objectives.*

- (1) Recreational resources - provide coastal recreational opportunities accessible to the public;*
- (2) Historic resources - protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture;*
- (3) Scenic and Open Space Resources - Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources;*
- (4) Coastal ecosystems - Protect valuable coastal ecosystems from disruption and minimize adverse impacts on all coastal ecosystems;*
- (5) Economic uses - provide public or private facilities and improvement important to the State's economy in suitable locations;*
- (6) Coastal hazards - Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, and subsidence; and*

(7) *Managing development - Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

The recreation objective will be satisfied by creating diverse recreational opportunities in a variety of park environments available for public use. The Kakaako Waterfront Park and Kewalo Basin Park provide significant shoreline park resources with full public access for fishing and picnicking activities, while the proposed plan will increase park and recreational areas and opportunities.

The historic resource objective will be satisfied by the preservation of three historic sites within the Makai Area. These sites include the U.S. Immigration Station, the Department of Health Building, and the Ala Moana Wastewater Pumping Station. These sites will either be preserved as is or refurbished while maintaining the architectural integrity of these buildings.

With respect to the scenic and open space resources objective, the formerly unsightly condition of the coastal area has been enhanced by opening up valuable view corridors, providing ample open space and landscaping, and improving the overall appearance of the area through the development of the Kakaako Waterfront Park. The proposed Mauka-Makai promenade will extend the view corridor to and beyond Ala Moana Boulevard, extending the open space resources and linking the Mauka and Makai Areas.

The coastal ecosystems objective will be fulfilled by complying with water quality permits and conditions designed to protect coastal water quality.

The coastal hazards objective will be met through proposed improvements in the drainage system. The current drainage system is inadequate and causes flooding problems in the area during storms.

The enhancement of berthing areas and facilities for cruise ship, commercial fishing, and dinner cruise activities will help to support the economic uses objective relative to coastal dependent uses.

Relative to the managing development objective, adoption and implementation of the revised Makai Area Plan will involve extensive participation by the public, private interests, and government agencies. Short and long-term impacts resulting from this project are being disclosed to the public through this Supplemental EIS process. The

development process will utilize and implement existing laws, and application for permits will be conducted in a timely manner.

#### **4.3.6 Special Management Area and Shoreline Setback Variance**

The State Office of Planning through HAR Title 1, Subtitle 1, OP, Chapter 2 (Rules Governing SMAs and Shoreline Areas within Community Development Districts) regulates development in the Special Management Area (SMA) of the Kakaako Community Development District. The Makai Area lies largely within the SMA as illustrated in Figure 4-1. Any "development" within the SMA boundary requires an SMA Use Permit administered by the OP. All phases of the project will be in accordance with the rules and regulations of the SMA.

The objectives of the State's CZM Program are discussed in Section 4.3.5 above. Guidelines for review of an SMA Use Permit application include coastal and environmental considerations as flood hazards, recreational resources, coastal ecosystems, public shoreline access, wastewater management, and coastal views. An environmental assessment or EIS may also be required.

The State's shoreline setback law, also administered by the OP for the Kakaako Community Development District, prohibits virtually any development or related activity including the removal of sand, rocks and soil from the shoreline setback area, determined as a 40-foot strip of land mauka of the shoreline. OP is authorized to grant variances for construction that would encroach in the setback area within this development district. Variances may be granted based on consideration of a structure or activity being in the public interest, hardship to the applicant (if the proposed activity is not allowed), and the effect a structure or activity would have on natural shoreline processes, particularly with regard to shoreline erosion (excluding harbor areas). The Makai Area will require a Shoreline Setback Variance for proposed improvements at Piers 1 and 2 and Kewalo Basin. The Shoreline Setback Variance request may be processed concurrently with the SMA Use Permit.

Harbors development, normally exempt from the County Special Management Area and Shoreline Setback Variance permits, would be subject to these permits from the State Office of Planning.

#### **4.3.7 Honolulu Waterfront Master Plan**

The Honolulu Waterfront Master Plan was prepared by the then Office of State Planning and approved by the Governor in December 1989 as a comprehensive master plan for development and improvement of the six-mile coastal stretch of the Honolulu waterfront from Ala Wai Yacht Club to the Honolulu International Airport.

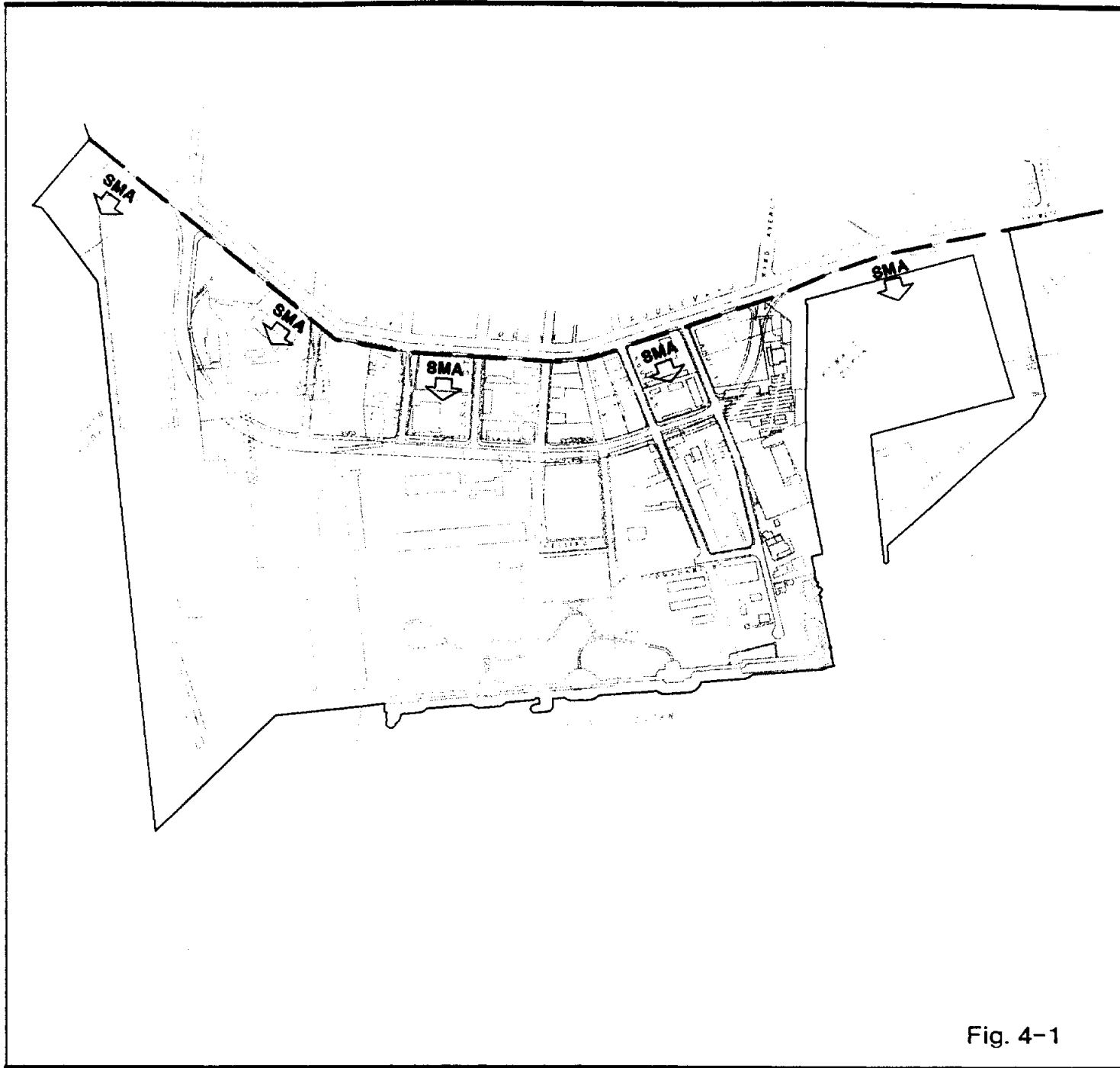



Fig. 4-1



# SPECIAL MANAGEMENT AREA BOUNDARY

— — — — SMA BOUNDARY

Prepared for:  
HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY

Prepared by:  
 WILSON OKAMOTO &  
ASSOCIATES, INC.



MARCH 1998

The Waterfront Master Plan contains physical, social and economic goals to improve the existing functional and operational aspects of maritime activities, economic/urban development, recreation/leisure and circulation, and transform the waterfront into a "people-oriented gathering place". To accommodate waterfront activities to the year 2010, the land use plan reorganizes the uses along the waterfront by relocating, expanding and creating facilities to accommodate maritime, urban, and recreational activities and improve the circulation pattern.

The overall land use pattern proposed by the Waterfront Master Plan promotes the Makai Area as a vibrant, centrally located people-oriented gathering place. The original 1983 Makai Area Plan was revised to reflect the changes recommended by the Waterfront Master Plan. The major components of the proposed Makai Area Plan are consistent with the Waterfront Master Plan.

#### **4.3.8 Oahu Commercial Harbors 2020 Master Plan**

The *Oahu Commercial Harbors 2020 Master Plan* was prepared by the State Department of Transportation in May 1997. The plan provides a general long-range guide for commercial harbor development using current economic indicators and anticipated future trends.

Facilities specified in the Oahu Commercial Harbors 2020 Master Plan within the Makai Area include a cruise ship terminal near Pier 3 and an overseas container cargo terminal at Fort Armstrong. In Kewalo Basin, the plan recommends a gradual transition to ocean-based tourist activities with commercial fishing being relocated to Honolulu Harbor and Keehi Lagoon.

The proposed Makai Area plan generally conforms with the Oahu Commercial Harbors 2020 Master Plan. The Pier 2 and Fort Armstrong areas have been zoned as "Mixed Use Zone-Industrial" and have been set aside for development of the proposed cruise ship terminal and for maritime industrial uses.

#### **4.3.9 Kakaako Community Development District Plan**

In 1976 the State Legislature created the Hawaii Community Development Authority (HCDA) to initiate and guide the timely revitalization of underdeveloped urban communities in the State. Kakaako was selected as the HCDA's first community development district. The State Legislature established development guidance policies which provide the planning basis for the Kakaako District and Makai Area. Urban use of the Makai Area is appropriate given its classification within the Urban District by the State Land Use Commission. ~~In compliance with the Hawaii State Plan (Chapter 225, HRS),~~ In compliance with the Hawaii State Planning Act (Chapter 226 HRS), development is being encouraged within an existing urbanized area and the physical and

locational attributes of the area have been accounted for during the planning and designing of activities and facilities.

#### **4.3.9.1 Revisions to the Makai Area Boundary**

The boundary of the initial phase for the Kakaako District was Piikoi Street, King Street, Punchbowl Street, and Ala Moana Boulevard. A Kakaako Community Development District Plan was completed and executed in February 1982. In 1982 the State Legislature expanded the boundary makai of this development district to include an additional 133 acres involving a portion of the Kakaako Peninsula. The first plan for this Makai Area was issued in October 1983. In 1987, the Legislature expanded the Makai Area boundary to extend from Ala Moana Park to the Aloha Tower, thus increasing its size from 133 acres to 227 acres. The latest amendment to the Makai Area boundary occurred during the 1990 Legislative session, whereby fast and submerged lands between Piers 4 and 8 were deleted. However, the property occupied by Hawaiian Electric Company makai of Nimitz Highway remains part of the Makai Area, for a total of 221 acres.

#### **4.3.9.2 Revisions to the Makai Area Plan**

The original 1983 Makai Area Plan consisted of "Mixed Use Zone Commercial", "Mixed Use Zone Residential", "Waterfront Industrial", and "Public Use Areas and Parks". The revised 1987 plan consisted of "Commercial", "Waterfront Commercial", "Recreational Commercial", "Waterfront Service", "Park", and "Public Facilities". The major difference in the two plans was the elimination of residential and industrial uses in the revised plan. The Honolulu Waterfront Master Plan study identified more suitable areas for Waterfront Industrial uses in Honolulu Harbor, and determined that Kakaako District's residential uses should be restricted to the Mauka Area, because of certain environmental and market concerns, such as the potential exclusion of lower income families from the Makai Area since higher land values would necessitate higher priced housing.

Concurrent with the waterfront master planning process in 1988 and 1989, HCDA was involved in updating the Makai Area Plan based not only on an expanded area, but also on current market, traffic, engineering and harbor planning studies. HCDA's participation was also critical to ensure that plans for the Makai Area were compatible with and supportive of the comprehensive Waterfront Master Plan. Subsequent to the finalization of the waterfront planning effort, the Makai Area Plan and Rules were revised to reflect the recommended changes.

Revisions to the Makai Area Plan proposed in 1994 mainly related to land use, the transportation network, and open space. Relative to land use, a mixed land use concept was proposed to enable residential uses in the Makai Area. The transportation network was reevaluated to accommodate two major couplets (pair of one-way streets) for Ala

Moana Boulevard/Ward Avenue, and Cooke/Koula Streets. The previously proposed large superblocks were replaced with smaller blocks which were more conducive to incremental development and which would have improved the relationship of the Mauka and Makai Areas. The earlier planned inland waterway system was deleted and replaced by a system of open spaces and pedestrianways. The open space and recreation plan was reoriented to lend a stronger focus to a central promenade extending up from the waterfront park to better connect the Mauka and Makai Areas. Several blocks above Ala Moana Boulevard along Cooke Street were proposed to be added to the Makai Area boundary to continue and reinforce the central promenade theme up through the Mauka Area. The 1994 proposed revisions, however, were not adopted by the HCDA.

The 1998 proposed revisions continue the basic themes specified in the 1994. Major changes include the elimination of the residential component of the plan and modification of the transportation system. The proposed Ala Moana Boulevard/Ward Avenue, and Cooke/Koula Streets one-way couplets have been eliminated. Instead, Ilalo Street is proposed as the main collector street for the Kakaako Makai area. The proposal to add several blocks above Ala Moana Boulevard in the Kakaako Mauka area to the Kakaako Makai Area boundary has been eliminated.

#### **4.3.9.3 Revisions to the Makai Area Rules**

The purpose of the Makai Area Rules is to enable HCDA to implement the policies and programs relating to the Kakaako District. Revisions to the January 1988 Kakaako District Rules, which covered both Mauka and Makai Areas, included the following: general language relative to the entire district was retained, references to the Waterfront Master Plan and the Aloha Tower Development Corporation added, and language specifically related to the Mauka Area were removed. Language relating to the Makai Area was amended to conform with the recommendations of the October 1989 Draft Makai Area Plan. The Makai Area Rules were developed as a separate document which supports the recommendations of the Honolulu Waterfront Master Plan and Revised Makai Area Plan.

The original Makai Area land use zone rules featured the MUZ-C, MUZ-R, and WI zones, which were subsequently replaced with C, WC, RC, and W zones. The Makai Area Rules regulate allowable uses within these zones and establish development standards such as size, density, setbacks, open space, parking, and landscaping. The currently proposed land use zones include Mixed Use Zone-Industrial (MUZ-I), Commercial (C), Waterfront Commercial (WC), Waterfront Service (W), Park (P) and Public (PU). Proposed revisions to urban design include more variable heights than previously allowed (but with the same densities and maximum floor areas) ranging from 45 to 200 feet. A 15-foot landscaped setback would continue to be required for most developments, however, if ground floor

windows face the street then the setback may be reduced to 5 feet and paved. These revisions are intended to improve the definition of public spaces and enhance pedestrian-scale activities.

#### **4.4 County Plans, Policies, and Controls**

Pursuant to Act 153, SLH 1976, authority was granted by the Legislature to HCDA to supersede County ordinances. With the adoption of the Kakaako District and existing Makai Area Plans and Rules, HCDA has overridden certain local controls such as the Development Plan and Zoning. The Kakaako Plans, however, will foster the goals of both the State Plan and the County General Plan.

##### **4.4.1 City and County of Honolulu Development Plan**

The Development Plan designations within the Makai Area include "Public Facilities" (PF), "Park" (P) and "Commercial" (C). The HCDA is not required to conform to the City's Development Plan land use designations.

##### **4.4.2 Zoning**

The City and County of Honolulu Land Use Ordinance (LUO) regulates land use in accordance with adopted land use policies, including the Oahu General Plan and DP. Under the current LUO zoning, a designation exists only for the former Ala Moana Pump Station site, as Preservation General (P-2). The P-2 designation preserves and manages major open spaces and recreation lands, as well as lands of scenic and other natural resource value. The Makai Area is otherwise not zoned by the City.

#### **4.5 Necessary Permits and Approvals**

The following are permits and approvals required prior to project construction. *Developers of projects in the Makai Area will be required to obtain permits and approvals as required.*

##### Federal

###### *Department of the Army*

- *Department of the Army Permit*

###### Federal Aviation Administration

- FAA Airspace Review (Federal Aviation Regulations Part 77) for construction which may affect navigable airspace

##### State of Hawaii

###### Department of Land and Natural Resources

- Historic Sites
- Review use of State-owned lands



State of Hawaii (Continued)

Department of Transportation

- Highway Construction and right-of-way approval
- Approval for utilities and traffic rerouting

Department of Health

- National Pollutant Discharge Elimination System (NPDES) Permit
- Noise Variance Permit
- Section 401 Water Quality Certification

Office of Planning

- Coastal Zone Management Federal Consistency review.
- Shoreline Setback Variance
- Special Management Area permit

Office of Environmental Quality Control

- Supplemental EIS

City and County of Honolulu

Department of Public Works

- Stockpiling Permit
- Grubbing Permit
- Grading Permit
- Demolition Permit
- Excavation Permit
- *Effluent Discharge Permit*

Building Department

- Building Permit

Board of Water Supply

- Water source

Other

GTE Hawaiian Telephone Company

- Permit or concurrence regarding work on utility lines

Hawaiian Electric Company

- Permit or concurrence regarding work on utility lines

Gas Company

- Permit or concurrence regarding work on utility lines

Cable TV

- Permit or concurrence regarding work on utility lines

## **5. ALTERNATIVES TO THE PROPOSED ACTION**

Alternatives to the proposed action were developed and evaluated against the planning objectives for the Makai Area Plan.

### **5.1 No Action Alternative: Existing Makai Area Plan**

Under the no action alternative, implementation of the Makai Area would be pursued as provided by the existing Makai Area Plan, and the boundary, land use mix, and roadway system would remain as planned and described in Section 1.3.

Roadway improvements under the existing plan were based on the construction of the Sand Island Bypass and Tunnel which had been recommended in the Honolulu Waterfront Master Plan. Development of the Sand Island Bypass and Tunnel, however, is unlikely due to the significant cost that the project would incur. In addition, the existing plan would extend Punchbowl Street through the Pier 2 and Fort Armstrong area, displacing maritime uses.

The inclusion of a large 13,300-seat amphitheater would encourage the exclusive, infrequent use of large amounts of public land, as well as increase the demand for parking. Further, such a large facility would likely require extensive mitigation measures for noise and traffic impacts.

Pursuing the existing plan would forego opportunities to make urban design and open space changes which better integrate the Kakaako Waterfront Park with mauka areas. Specifically, the Mauka-Makai Promenade and urban design standards creating better definition of public and open spaces and enhancing pedestrian-scale activities would be foregone.

Implementation of the current Makai Area Plan would also require dredge and fill activities for the Kewalo Basin Expansion, which would have significant potential to impact water quality and shoreline and coastal resources. Mitigation measures would be costly, but necessary to minimize the potential for impact.

### **5.2 1994 Proposed Makai Area Plan**

If the 1994 Proposed Makai Area Plan is adopted, then implementation of the plan would be pursued as described in Section 1.4.

The 1994 proposed Makai Area Plan advocated the development of commercial and residential uses to support the proposed public amenities. The plan also would have revised the Makai Area boundaries through the addition of several blocks mauka of Ala Moana Boulevard along Cooke Street. Current economic trends, however, indicate that a surplus of standard office space exists and as a result, large scale commercial development may not be

absorbed as easily as in previous years. The residential real estate market has also weakened considerably, raising concerns of whether this land use could support the proposed public amenities. Residential use would also preclude public facilities within the park and along Kewalo Basin and would be adversely impacted by noise and traffic generated by evening events in the Makai Area.

The 1994 plan proposed that Ala Moana Boulevard/Ward Avenue and Cooke/Koula Streets be made into one-way couplets. Ala Moana Boulevard would be made one-way Ewa bound while the Ward Avenue extension would be one-way Diamond Head bound. However, while this roadway scheme would have alleviated the bottleneck along Ala Moana Boulevard in the Kakaako area, it would not have improved other intersections in the area, including Ward/Ala Moana and Punchbowl/Ala Moana. In addition, under this roadway scheme, four lanes of one-way traffic along Ilalo Street would be required. One-way traffic, however, would encourage faster vehicle speeds thereby separating land uses on both sides of the street, work against the goal of creating a pedestrian-friendly environment, and would be disruptive to the slower scale of activity desired for the planned recreational and retail development.

Implementation of the 1994 proposed Makai Area Plan would also require dredge and fill activities for the Shoreline Beach Park Expansion, which would have significant potential to impact water quality and shoreline and coastal resources.

### **5.3 Alternative Locations**

Development of the project at alternative locations was not considered.

## **6. RELATIONSHIP BETWEEN SHORT-TERM USES & LONG-TERM PRODUCTIVITY**

Implementation of the Makai Area Plan will involve short-term trade-offs associated with environmental impacts during construction phases. Construction activities will create some adverse impacts such as minor disruptions to traffic, temporary air quality degradation from grading and fugitive dust, and increased ambient noise levels in the vicinity of the construction activity.

Some short-term benefits from construction would include direct economic benefits resulting from construction expenditures both through the purchase of material from local suppliers and through the employment of local labor. Indirect economic impacts may include benefits to local retail businesses resulting from construction activities.

Redevelopment of the Makai Area will displace existing uses by current occupants, with the exception of the historic structures. The primary trade-off of redevelopment in the Kakaako Makai Area involves the relocation of existing light-industrial businesses and activities in return for higher density commercial and office spaces, regional urban waterfront recreational uses, and growth areas for maritime commercial activities. Displacement of existing on-site establishments will result in disruption of businesses as well as economic impacts. Eligible businesses, however, will be provided relocation benefits and services in compliance with applicable Federal and State requirements.

The proposed action is expected to enhance the long-term vitality of this presently underutilized urban area by upgrading the infrastructure necessary for redevelopment, promoting economic opportunities and providing additional recreational amenities for residents and visitors alike. Further, the Makai Area relocation and consolidation for the industrial and harbor uses are programmed with respect to other activities throughout the Honolulu Waterfront. Ultimately, the development of new, more efficient facilities will dramatically improve operations and land use. Residents and visitors will be afforded an aesthetically pleasing environment as the project will revitalize the existing area.

Secondary long-term benefits can be expected from the additional tax base created by the additional employment and services provided by the construction and operation of the project.

## **7. IRREVERSIBLE/IRRETRIEVABLE COMMITMENT OF RESOURCES BY THE PROPOSED ACTION**

In the short-term, construction of the proposed development will require an irreversible and irretrievable commitment of a number of resources including land, capital, construction materials, manpower, energy, and water. Financial, material and manpower resources will also be irretrievably committed to the planning and design of the improvements.

Land committed to this project is presently urbanized, therefore, the proposed action represents an intensified use of existing land resources rather than a commitment of any new land resources. However, implementation of the project will result in a commitment of land which, once in a higher density use, is not likely to be reverted to a lower intensity usage in the distant future. Development of the project will involve the long-term commitment of land for attaining maritime, commercial, recreational and open space objectives. The Makai Area has been in urban use for an extended period and proposed uses for the site would be appropriate in relation to the urban waterfront context of the surrounding environment.

Operation of the project upon its completion will also require the expenditure of certain irretrievable and irreversible commitments, including labor, materials, and resources (consumption of potable water, gas and petroleum-generated electricity) which will be required for effective operation and maintenance.

## **8. PROBABLE ADVERSE ENVIRONMENTAL IMPACTS WHICH ARE UNAVOIDABLE**

Adverse impacts can be classified as short-term and long-term effects relative to the construction and implementation of a specific action. Short-term impacts usually occur during the course of construction and cease upon completion of development. Long-term impacts generally result from the on-going operation of the proposed project.

### **8.1 Short-Term Impacts**

Unavoidable short-term impacts include those related to air and noise quality, and traffic inconveniences. Construction-related air quality impacts could result from excavation activities, transportation of excavated material, and emission of exhaust fumes from construction equipment and employee vehicles. It is expected that dust and fumes will disperse away from construction areas toward the ocean under normal tradewind conditions. Impacts associated with construction equipment will be mitigated through conformance with emission control laws.

Short-term increases in noise levels may result from construction activities, vehicles, and equipment. Pile drivers, rock drills, and earthmoving equipment are anticipated to emit the highest noise levels. The use of muffled equipment as well as adherence to DOH regulations on noise mitigation will minimize construction and traffic-related noise.

Construction-related activities may increase traffic congestion in the streets adjacent to the Makai Area. To avoid potential traffic congestion, movement of construction vehicles to and from construction areas and any lane closures will be restricted during the morning and afternoon peak traffic hours. The increased traffic from construction-related vehicles should not be significant, but may cause inconveniences to businesses and motorists in the vicinity. The use of flagmen or off-duty police officers to direct traffic during significant phases of construction will be implemented as needed to minimize traffic congestion.

### **8.2 Long-Term Impacts**

Unavoidable long-term impacts resulting from the implementation of the Makai Area Plan include those associated with air and noise quality, traffic, and displacement of existing tenants.

Long-term air quality impacts are expected to be traffic-related since increased levels of carbon monoxide (CO) are anticipated as a result of increased traffic volumes in the Makai Area. The elevated CO levels are anticipated to exceed the State ambient air quality standards (AAQS), particularly during morning and afternoon peak traffic hours.

These impacts, however, are expected with or without the project. Improvements to the roadway system will mitigate the accumulated levels of CO by facilitating greater efficiency in the flow of traffic through the area. Furthermore, despite projected increases in traffic, the project vicinity is anticipated to experience a reduction in overall ambient air quality impacts over the long-term due to projected rate of reduction in emissions per vehicle resulting from the Federal motor vehicle control program.

Noise impacts from aircraft operations will continue in the Makai Area, although these levels are expected to gradually decrease as older, noisier aircraft are replaced by the introduction of quieter aircraft. Mitigation such as air-conditioning and enclosure of noise-sensitive uses in the Makai Area should be provided. Commercial and recreational uses should not be adversely affected.

Long-term traffic impacts will occur, however, as traffic along Ala Moana Boulevard is expected to significantly increase and levels of service at the intersections are expected to deteriorate even without the proposed project. Under the roadway improvements proposed in the Makai Area plan, each of the intersections in the Makai Area along Ala Moana Boulevard would operate at a Level of Service that is equal to or better than without the plan. In addition, the plan promotes non-vehicular modes of transportation through the provision of bikepaths and pedestrianways.

Displacement impacts will also result from implementation of the Makai Area Plan. Potential impacts to the displacees include moving and change of neighborhood, and disruption of business operations. Eligible businesses, however, will be provided relocation benefits and services which will help to minimize business disruptions.



## **9. SUMMARY OF UNRESOLVED ISSUES**

Unresolved issues are often associated with uncertainties in the early planning stages of proposed actions. Consequently, the planning process attempts to identify these issues and develop appropriate mitigative measures.

**Project Plan and Design:** The proposed revised Makai Area Plan and Rules remain to be finalized. The Plan may undergo revisions based on response to public input and to conform to applicable agency requirements. HCDA will continue to consult and coordinate with applicable agencies and reviewers during the course of the planning process until the Plan is finalized. Site-specific design features are also unresolved, and will evolve incrementally as the Makai Area Plan is implemented.

**Permits:** A number of permits and approvals will be required prior to construction of the project, and are listed in Chapter 4.

**Relocation:** Upon completion of negotiations with the lessees currently occupying the Makai Area, the State will assist in relocating businesses who will be displaced in accordance with applicable Federal and State requirements. During the course of the planning process, more definitive parameters and timetables for displacement and relocation will be established to minimize business disruptions by the displacees.

**Roadway System and Traffic:** Improvements to Ilalo Street, the Ilalo Street extensions, and Ahui Street will be undertaken within the next one to two years. Improvements to Koula, Coral and Keawe Streets will be dependent on the pace of development in the Makai Area and the availability of funds.

**Utility Systems:** Implementation of the Makai Area Plan will involve significant improvements to the existing water, wastewater and drainage systems in the area. The timing of infrastructure improvements is anticipated to take place concurrently with roadway improvements.

***10. PREPARERS OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT  
STATEMENT***

*Wilson Okamoto & Associates, Inc.*

*Mr. Rodney Funakoshi, Project Manager  
Mr. Dean Minakami, Planner*

*Kaku Associates*

*Mr. Richard Kaku, Traffic Consultant*

## 11. REFERENCES

City and County of Honolulu, Board of Water Supply. *Honolulu Desalination Plant Site Study*. Prepared by GMP Associates, Inc. Honolulu, Hawaii. December 1992.

Hawaii Community Development Authority. *Kakaako Community Development District Makai Area Plan*. Honolulu, Hawaii. February 1990.

Hawaii Community Development Authority. *Kakaako Community Development District Makai Area Plan (Preliminary Draft)*. March 1998.

Hawaii Community Development Authority. *Kakaako Community Development District Makai Area Rules*. Honolulu, Hawaii. February 1990.

Hawaii Community Development Authority. *Kakaako Makai Area Plan, Final Environmental Impact Statement*. Prepared by Wilson Okamoto & Associates, Inc. Honolulu, Hawaii. October 1994.

Office of State Planning. *Honolulu Waterfront Master Plan Final Report*. Prepared by Helber, Hastert & Kimura Planners and R.M. Towill Corporation. Honolulu, Hawaii. October 1989.

State of Hawaii, Department of Health, Clean Air Branch. *Hawaii Air Quality Data, January 1998 - December 1990*. Honolulu, Hawaii.

State of Hawaii, Department of Transportation. *Oahu Commercial Harbors 2020 Master Plan*. Honolulu, Hawaii. May 1997.

**PARTIES CONSULTED DURING THE  
PREPARATION OF THE  
DRAFT SUPPLEMENTAL EIS**

## **12. PARTIES CONSULTED DURING THE PREPARATION OF THE DRAFT SUPPLEMENTAL EIS**

Copies of the EISPN were sent to the agencies, organizations, and individuals listed below, with a request for their comments on the project. As of March 5, 1998, a total of 26 comment letters were received. Of those who formally replied, some had no comments while others provided substantive comments as indicated by the ✓ and ✓✓, respectively. All written comments and responses are reproduced herein.

### **Federal Agencies**

- U.S. Department of the Interior, Fish and Wildlife Service
- ✓ U.S. Department of the Interior, Geological Survey, Water Resources Division
- ✓ Corps of Engineers, Pacific Ocean Division

### **State Agencies**

- ✓✓ Department of Accounting and General Services
- Department of Budget and Finance
- Department of Business, Economic Development, & Tourism (DBED&T)
- DBED&T, Energy Resource & Technology Division
- ✓ DBED&T, Land Use Commission
- ✓✓ DBED&T, Office of Planning
- ✓ Department of Education
- Department of Health
- ✓✓ Department of Health, Environmental Management Division
- ✓✓ Department of Health, Office of Environmental Quality Control
- ✓ Department of Human Services
- Department of Land and Natural Resources
- ✓ Department of Land and Natural Resources, Historic Preservation Division
- ✓✓ Department of Transportation, Airports, Highways, and Harbors Divisions

### **University of Hawaii**

- Environmental Center
- ✓✓ Kewalo Basin Marine Mammal Laboratory

### **City and County of Honolulu Agencies**

- ✓✓ Board of Water Supply
- ✓✓ Building Department
- ✓ Fire Department, Honolulu
- ✓✓ Department of Housing and Community Development
- ✓ Department of Parks and Recreation

- ✓✓ Planning Department
- ✓ Police Department, Honolulu
- ✓✓ Department of Public Works
- ✓✓ Department of Transportation Services
- ✓ Department of Wastewater Management

**Other Interested Parties**

- Ala Moana/Kakaako Neighborhood Board
- Downtown Neighborhood Board
- GTE Hawaiian Telephone
- ✓ Hawaiian Electric Company, Inc.
- Oceanic Cable
- ✓✓ The Outdoor Circle
- ✓✓ Mr. Jack Schneider
- ✓✓ Sierra Club, Hawaii Chapter



# United States Department of the Interior

U.S. GEOLOGICAL SURVEY

WATER RESOURCES DIVISION

677 Ala Moana Boulevard, Suite 415  
Honolulu, Hawaii 96813

January 6, 1998

RECEIVED  
JAN 8 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

WILSON OKAMOTO & ASSOCIATES, INC.

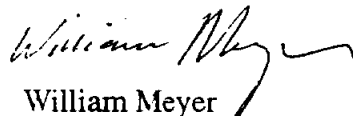
Dear Ms. Tamura:

Subject: Supplemental Environmental Impact Statement Preparation Notice  
Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii

The staff of the U.S. Geological Survey, Water Resources Division, Hawaii District, has reviewed the Supplemental Environmental Impact Statement Preparation Notice, and we have no comments to offer at this time.

Thank you for allowing us to review the report. We are returning it for your future use.

Sincerely,

  
William Meyer  
District Chief

Enc.

cc: Rodney Funakoshi, Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. William Meyer, District Chief  
Water Resources Division  
U. S. Geological Survey  
Department of the Interior  
677 Ala Moana Boulevard, Suite 415  
Honolulu, Hawaii 96813

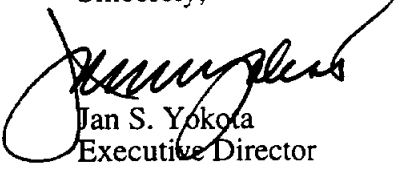
Dear Mr. Meyer:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 6, 1998 stating that the Water Resources Division, U. S. Geological Survey, Hawaii District, has no comments on the subject SEISPN.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net





DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
FT. SHAFTER, HAWAII 96858-5440

REPLY TO  
ATTENTION OF

December 30, 1997

Planning and Operations Division

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
DEC 30 1997

WILSON OKAMOTO & ASSOCIATES

Dear Ms. Tamura:

Thank you for the opportunity to review and comment on the Supplemental Environmental Impact Statement Preparation Notice (SEISPN) for the Kakaako Makai Area Plan, Kakaako, Oahu (TMKs 2-1-15, 58, 59 and 60). The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

a. Activities resulting in the placement of a structure to navigable waters of the U.S. will require a DA permit under Section 10 of the Rivers and Harbors Act. Activity resulting in a discharge of dredged or fill material to waters of the U.S. will require a DA permit as well under Section 404 of the Clean Water Act. Please contact our Regulatory Section at 438-9258 for further information and refer to file number 980000065.

b. The flood hazard information provided on page 3-2 of the SEISPN is correct.

Sincerely,

Paul Mizue, P.E.  
Acting Chief, Planning  
and Operations Division

Copy Furnished:

Mr. Rodney Funakoshi, Project Manager  
Wilson Okamoto and Associates  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Paul Mizue, P.E., Acting Chief  
Planning and Operations Division  
U. S. Army Engineer District  
Department of the Army  
Fort Shafter, Hawaii 96858-5440

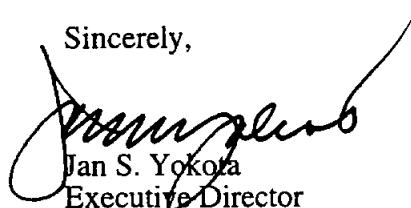
Dear Mr. Mizue:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of December 30, 1997 offering information on the Department of Army permits and confirming that the flood hazard information in the SEISPN is correct.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

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(808) 599-2613

e-Mail  
hcda@gte.net

JAN 23 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
JAN 26 1998

WILSON OKAMOTO & ASSOCIATES, INC.

Attention: Ms. Susan Tamura

Gentlemen:

Subject: Supplemental Environmental Impact  
Statement Preparation Notice  
Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii

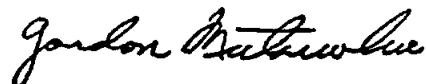
Thank you for the opportunity to review the subject document.  
Our review shows that the proposed roadway plan extension will  
run through the existing AAFES State office building lot, etc.,  
Page 2-4.

The following comment needs to be addressed with the Department  
of Accounting and General Services, Public Works Division and  
Automotive Management Division and covered by the supplemental  
environmental impact statement:

"The revised Honolulu Community Development Authority master  
plan must include provisions to replace parking spaces  
displaced by the roadway (e.g., provide an equal number of  
stalls within reasonable [3 blocks] walking distance to the  
AAFES State office building)."

If there are any questions, please have your staff call  
Mr. Ronald Ching of the Planning Branch at 586-0490.

Sincerely,



GORDON MATSUOKA  
Public Works Administrator

RC:jy  
c: Mr. Rodney Funakoshi, Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 5, 1998

Mr. Gordon Matsuoka  
Public Works Administrator  
Division of Public Works  
Department of Accounting and General Services  
State of Hawaii  
P. O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Matsuoka:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 23, 1998 offering comments on the subject SEISPN.

According to the Section 2.3 of the sub-sublease agreement (92-10-0374) between the Department of Accounting and General Services (DAGS) and the Hawaii Community Development Authority (HCDA), HCDA is required to make available, upon request by DAGS, the number of parking stalls eliminated by the Ward Avenue extension project at the Kauhale Kakaako Rental Housing Project at the prevailing rates. Please be assured that the project schedule for the Ward Avenue extension project will be coordinated with your department to mitigate any construction-related impacts.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc. ✓

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR



ESTHER UEDA  
EXECUTIVE OFFICER

STATE OF HAWAII  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM  
LAND USE COMMISSION

P.O. Box 2359  
Honolulu, HI 96804-2359  
Telephone: 808-587-3822  
Fax: 808-587-3827

December 26, 1997

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813  
Attn.: Ms. Susan Tamura

Gentlemen:

Subject: Supplemental Environmental Impact Statement  
Preparation Notice - Kakaako Makai Area Plan


We have reviewed the subject supplemental environmental impact statement preparation notice as transmitted by letter dated December 17, 1998 from Wilson Okamoto & Associates, Inc., and confirm that the Kakaako Makai Area is within the State Land Use Urban District.

We have no further comments to offer at this time.

Thank you for the opportunity to provide comments on the subject supplemental environmental impact statement preparation notice.

If you have any questions in regards to this matter, please feel free to contact me or Leo Asuncion of my staff at 587-3822.

Sincerely,

  
for ESTHER UEDA  
Executive Officer

EU:la

cc: Mr. Rodney Funakoshi



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Ms. Esther Ueda, Executive Officer  
Land Use Commission  
State of Hawaii  
P. O. Box 2359  
Honolulu, Hawaii 96804-2359

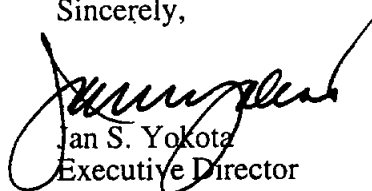
Dear Ms. Ueda:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of December 26, 1997 confirming that the Kakaako Makai Area is within the State Land Use Urban District.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

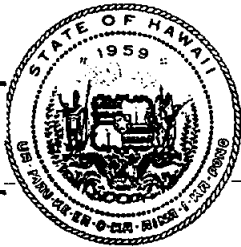
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net



## DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

BENJAMIN J. CAYETANC  
GOVERNOR  
SEIJI F. NAYA  
DIRECTOR  
BRADLEY J. MOSSMAN  
DEPUTY DIRECTOR  
RICK EGGED  
DIRECTOR, OFFICE OF PLANNING

### OFFICE OF PLANNING

235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Tel.: (808) 587-2846  
Fax: (808) 587-2824

Ref. No. P-7168

February 13, 1998

### MEMORANDUM

TO: Jan S. Yokota, Executive Director  
Hawaii Community Development Authority

ATTN: Susan Tamura, Program Specialist

FROM: Rick Egged *R. Egged*  
Director, Office of Planning

SUBJECT: Supplemental Environmental Impact Statement Preparation Notice for a Revised  
Kakaako Makai Area Plan, Oahu

The revised Kakaako Makai Area Plan increases areas designated for commercial, public use and mixed use zones by reducing areas for park purposes. Since these are significant changes that will impact public infrastructure, as well as social and visual amenities, the Environmental Impact Statement (EIS) should address the impacts of the proposed changes, e.g., other attractions on the capacities of the sewer systems, viewplanes, etc. The EIS should also include information about the economic feasibility of and market for the proposed uses, their impacts on the shoreline and park, and the impact of reducing park space in the area.

The proposed changes would have obvious impacts on the sewer systems and traffic, the shoreline and park and their use, aesthetics, and reduced parking, among others. These need to be clearly addressed in the environmental impact statement. In addition, in accordance with the Office of Environmental Quality Control's administrative rules, the statement will need to assess the compliance of the proposed uses with the Coastal Zone Management (CZM) objectives and policies. This compliance is also necessary for the Special Management Area permits that will be required for the implementing development activities.

If there are any questions, please contact Howard Fujimoto of our CZM Program at 587-2898.

cc: ✓ Wilson Okamoto & Associates, Inc.



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

BENJAMIN J. CAYETANO  
GOVERNOR  
SEIJI F. NAY  
DIRECTOR  
BRADLEY J. MOSS  
DEPUTY DIRECTOR  
RICK EGGER  
DIRECTOR, OFFICE OF PLANNING

**OFFICE OF PLANNING**

235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Tel.: (808) 587-2111  
Fax: (808) 587-2824

Ref. No. P-7247

March 11, 1998

RECEIVED  
MAR 16 1998

RYE

Ms. Jan S. Yokota  
Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

WILSON OKAMOTO & ASSOC., INC.

Dear Ms. Yokota:

**SUBJECT: Supplemental Environmental Impact Statement Preparation Notice for  
a Revised Kakaako Makai Area Plan, Oahu**

This is to supplement our earlier comments on the subject proposal.

The proposed revisions to the Kakaako Makai Area Plan involves mixed use zones and a new land use designation to allow hotel development and operation in the area. The proposal is contrary to the longstanding State policy for public and other commercial use of the area. It is also inconsistent with the State's Tourism Plan. The 1989 Honolulu Waterfront Master Plan indicated that the area was not conducive to residential use because of the pattern of aircraft noise. For these reasons, we cannot support the proposed uses and recommend that the proposed hotel uses be removed from the Kakaako Makai Area Plan.

If there are any questions regarding this, please feel free to contact me.

Sincerely

*Rick Egger*  
Rick Egger  
Director  
Office of Planning

cc: ✓ Wilson Okamoto & Associates, Inc.





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 16, 1998

Mr. Rick Egged, Director  
Office of Planning  
Department of Business, Economic Development  
& Tourism  
235 South Beretania Street, 6th Floor  
Honolulu, Hawaii 96813

Dear Mr. Egged:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your earlier comments as confirmed in your letter of March 11, 1998 on the subject SEISPN.

Regarding the allowance of hotel development in the Makai Area, we have reevaluated this concept and have deleted hotel use from the proposed Makai Area Plan. Further, residential use in the Makai Area is not permitted in the proposed Makai Area Plan.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c:/Wilson Okamoto & Associates, Inc.

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Honolulu, Hawaii  
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BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF EDUCATION

P.O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

PL EIS 6-24  
12876  
RECEIVED  
JAN 4 1998  
HERMAN M. AIZAWA, Ph.D.  
SUPERINTENDENT

January 2, 1998

Ms. Jan Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attn: Susan Tamura

Dear Ms. Yokota:

Subject: Kakaako Makai Area Plan  
Supplemental EISPN

The Department of Education has no comment on the subject  
Supplemental EISPN.

Thank you for the opportunity to respond.

Sincerely,

A handwritten signature in black ink, appearing to read "Herman M. Aizawa".

Herman M. Aizawa, Ph.D.  
Superintendent

HMA:hy

cc: A. Suga, OBS  
M. Shishido, HDO  
R. Funakoshi, Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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hcda@gte.net

Ref. No.: PL EIS 6.24

February 5, 1998

Herman M. Aizawa, Ph.D.  
Superintendent  
Department of Education  
State of Hawaii  
P. O. Box 2360  
Honolulu, Hawaii 96804

Dear Dr. Aizawa:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 2, 1998 stating that the Department of Education has no comments on the subject SEISPN.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.



STATE OF HAWAII  
DEPARTMENT OF HEALTH  
P.O. BOX 3378  
HONOLULU, HAWAII 96801

In reply, please refer to:

January 19, 1998

94-064A/epo

RECEIVED  
JAN 21 1998

WILSON DRAMON, JR. HONOLULU, HI

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

Subject: SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT PREPARATION  
NOTICE (SEISPN)  
Project: Kakaako Makai Area Plan  
Location: Kakaako, Oahu, Hawaii  
TMK: (1) 2-1-15, 58, 59, 60

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Control of Fugitive Dust

There is a significant potential for fugitive dust to be generated during the removal of debris and during the grading, excavating and construction activities that would impact nearby thoroughfares, residences, and business establishments. A dust control management plan should be developed which identifies and addresses activities that have a significant potential to generate fugitive dust.

Construction activities must comply with provisions of Hawaii Administrative Rules (HAR), Chapter 11-60.1, "Air Pollution Control," Section 11-60.1-33 on Fugitive Dust. The contractor should provide adequate means to control dust from the road areas and during the various phases of construction activities. These means include, but are not limited to:

- a. Planning the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing material transfer points and on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;

- b. Providing an adequate water source at the site prior to start-up of construction activities;
- c. Landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. Controlling of dust from shoulders, project entrances, and access roads; and
- e. Providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities.

If you have any questions regarding fugitive dust, please contact Mr. Ronald Ho of the Clean Air Branch at 586-4200.

#### Noise Concerns

There are concerns regarding the proposed project due to potential noise impacts resulting from the integration of industrial, commercial, and hotel uses.

- 1. Adverse impacts on the surrounding hotel buildings are anticipated due to the following noise sources associated with the proposed revised plan:
    - a. Noise levels emanating from industrial equipment. These noise levels must be attenuated to comply with the provisions of HAR, Chapter 11-46, "Community Noise Control."
    - b. Noise associated with service activities, such as private refuse collectors for the industrial and commercial users, vehicular back-up alarms, etc.
- Mitigative measures toward minimizing the above impacts must be implemented.
- 2. Construction activities must comply with the provisions of HAR, Chapter 11-46, "Community Noise Control."
    - a. The contractor must obtain a noise permit if the noise levels from the construction activities are expected to exceed the maximum permissible sound levels of the regulations as stated in Section 11-46-6(a).
    - b. Construction equipment and on-site vehicles requiring an exhaust of gas or air must be equipped with mufflers as stated in Section 11-46-6(b)(1)(A).

Ms. Susan Tamura  
January 19, 1998  
Page 3

94-064A/epo

- c. The contractor must comply with the conditional use of the permit as specified in the regulations and the conditions issued with the permit as stated in Section 11-46-7(d)(4).
- 3. Heavy vehicles travelling to and from the project site must comply with the provisions of HAR, Chapter 11-42, "Vehicular Noise Control for Oahu."

Should there be any questions regarding these comments, please contact Mr. Jerry Haruno, Environmental Health Program Manager of the Noise, Radiation & Indoor Air Quality Branch at 586-4701.

Sincerely,



BRUCE S. ANDERSON, Ph.D.  
Deputy Director for Environmental Health

c: Wilson Okamoto & Associates, Inc.✓  
CAB  
NR&IAQB



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 5, 1998

Bruce S. Anderson, Ph.D.  
Deputy Director for Environmental Health  
Department of Health  
State of Hawaii  
P. O. Box 3378  
Honolulu, Hawaii 96801

Dear Mr. Anderson:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 19, 1997 offering comments on the subject SEISPN.

As specified in your letter, construction-related impacts pertaining to dust and noise will be mitigated by complying with the provisions of Hawaii Administrative Rules, Chapter 11-46, "Community Noise Control" and Chapter 11-60.1-33, "Air Pollution and Control". Discussion of appropriate mitigative measures will also be provided in the forthcoming Draft Supplemental Environmental Impact Statement.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc. /

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
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BENJAMIN J. CAYETANO  
GOVERNOR



GARY GILL  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4186  
FACSIMILE (808) 586-4186

January 2, 1998

Jan Yokota  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, #1001  
Honolulu, HI 96813

RECEIVED  
JAN 7 1998

Attn: Susan Tamura

WILSON OKAMOTO & ASSOCIATES

Dear Ms. Yokota:

Subject: Environmental Impact Statement (EIS) Preparation Notice for the Revised Supplemental Kakaako Makai Area Plan; TMK 2-1-15, 58, 59, 60

We have the following comments to offer:

1. Kakaako Development Plan: The Kakaako Community Development District was established by the legislature to promote low income housing, parks and open space, and commercial and industrial facilities. The draft EIS must describe how the project meets these legislative goals. Any deviation from them must be fully explained. In particular, we would like to know the rationale for the proposed hotel development in place of residential units, either owned or rental.
2. Primary Urban Center Plan: Please describe how the proposed Kakaako Plans (Mauka and Makai) relate to or supplement the city's proposed development plan for the primary urban center. Describe how the Kakaako Plans may be contrary to the city's plans.
3. Contacts: In the draft EIS document all contacts made during the pre-consultation and consultation phases for this preparation notice and include copies of any correspondence. Those contacted during the consultation phase must be allowed sufficient time to review the document and submit comments.



Jan Yokota  
January 2, 1998  
Page 2

4. Permits and approvals: What is the status of any Special Management Area Use permit and application for Shoreline Setback Variance? What is the permitting agency for these applications? In addition, list all other required permits and approvals for this project and the status of each.
5. Funding: The total project cost is not given. The environmental impact statement rules require all state or county funds involved to be disclosed, including any federal funds flowing through the state or county.
6. Timeframe: What are the anticipated start and end dates of this project?
7. Maps: In the draft EIS please provide better maps, including those that show the region and locale, each with the project site indicated.

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,



GARY GILL  
Director

c: Rodney Funakoshi, Wilson Okamoto



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 9, 1998

Mr. Gary Gill, Director  
Office of Environmental Quality Control  
State of Hawaii  
Suite 702  
235 South Beretania Street  
Honolulu, Hawaii 96813

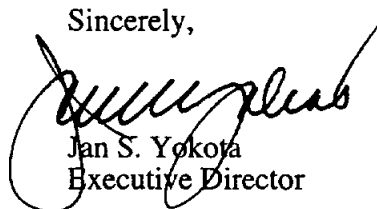
Dear Mr. Gill:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 2, 1997 offering comments on the subject SEISPN. As requested in your letter, the Draft Supplemental Environmental Impact Statement (DSEIS) will explain how the Kakaako Makai Area Plan meets the Kakaako Community Development District's legislative goals and the relationship between the Kakaako plans and the City's proposed development plan for the primary urban center. The DSEIS will also include all correspondence, project cost, projected schedule, required permits and approvals, and maps needed to illustrate the proposed project.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

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Suite 1001  
Honolulu, Hawaii  
96813

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BENJAMIN J. CAYETANO  
GOVERNOR



gt 87 3.32 p- EIS  
# 12830 6 21  
SUSAN M. CHANDLER, M.S.W., Ph.D.  
DIRECTOR  
KATHLEEN G. STANLEY  
DEPUTY DIRECTOR

STATE OF HAWAII  
DEPARTMENT OF HUMAN SERVICES

Ref: KM-97-74

P.O. Box 339  
Honolulu, HI 98613

December 29, 1997

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, HI 96813

Dear Ms. Susan Tamura:

This letter is to inform you that the Department no longer needs to comment on your project Supplemental Environmental Impact Statement. We thank you for including us in the past.

We wish you good luck and much success in all of your future endeavors.

Sincerely yours,

A handwritten signature in cursive script that reads "Susan M. Chandler".

Susan M. Chandler M.S.W., PhD.  
Director

RECEIVED  
JAN 10 1998  
HONOLULU



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Susan M. Chandler, M.S.W., Ph.D.  
Director  
Department of Human Services  
State of Hawaii  
P. O. Box 339  
Honolulu, Hawaii 96813

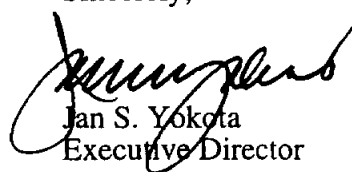
Dear Dr. Chandler:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of December 29, 1997 stating that the Department of Human Services has no comments on the subject SEISPN.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
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Honolulu, Hawaii  
96813

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RECEIVED  
MAR 4 1998



MICHAEL D. WILSON, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT  
PROGRAM

AQUATIC RESOURCES  
CONSERVATION AND

RESOURCES ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION

DIVISION  
LAND DIVISION  
STATE PARKS  
WATER AND LAND DEVELOPMENT

WILSON OKAMOTO & ASSOC., INC.

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

February 18, 1998

STATE HISTORIC PRESERVATION DIVISION  
33 SOUTH KING STREET, 6TH FLOOR  
HONOLULU, HAWAII 96813

Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

LOG NO: 21043 ✓  
DOC NO: 9802EJ06

Dear Ms. Tamura:

SUBJECT: Chapter 6E-8 Historic Preservation Review of a Supplemental Environmental Impact  
Statement Preparation Notice: Kakaako Makai Area Plan  
Kakaako, Kona, O'ahu  
TMK: 2-1-15, 58-60

Thank you for the opportunity to review the Supplemental Environmental Impact Statement Preparation Notice for the revisions to the Kakaako Makai Area Plan, December 1997.

In November 1989 our office commented on the Draft Supplemental EIS for Kakaako Makai Area Plan (Log. 1696b/1939). We noted that since the historic buildings within the Kakaako Makai Area, the Department of Health Building, the U. S. Immigration Station, and the former Ala Moana Wastewater Pump Station, were scheduled for preservation, we believed that the plan would result in "no adverse effect" to these historic sites.

In December 1994, we provided comment on the expansion of the Draft Makai Area Plan *mauka* of Ala Moana Boulevard and commented that this area "includes an area of former sandy beaches where traditional Hawaiian dwelling were located in the past. It is likely that unmarked human burials are also present in the area of the proposed expansion." We also stated that "Our review of projects in this proposed expansion area will take into account the likelihood that the remains of dwelling sites and human burials are extant below the surface here." (Log. no. 13180)

The current Kakaako Makai Area Plan no longer includes the area *mauka* of Ala Moana boulevard. Because the area *makai* of Ala Moana Boulevard is comprised of fill lands, we believe that the development of the area will have "no effect" on subsurface cultural deposits because it is unlikely any are present. Also, the plan in section 3.2.5 states that the historic buildings will be preserved; therefore, we believe that the plan would have "no adverse effect" on these historic sites.

If you have any questions please call Elaine Jourdane at 587-0014.

Aloha,

Don Hibbard, Administrator  
Historic Preservation Division

EJ:jk

c: ✓ Rodney Funakoshi, Wilson Okamoto & Associates, Inc., 1907 S. Beretania St., Hon. 96826



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 16, 1998

Mr. Don Hibbard, Administrator  
Historic Preservation Division  
Department of Land and Natural Resources  
33 South King Street, 6th Floor  
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of February 18, 1998 indicating that the subject project will have "no effect" on subsurface cultural deposits and "no adverse effect" on historic sites in the Makai Area.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c:/Wilson Okamoto & Associates, Inc.

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BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

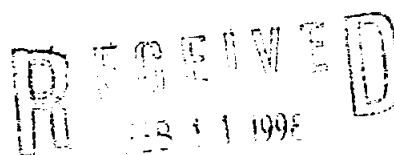
**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

**HWY-PS**  
**2.7985**

FEB 10 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813



Dear Ms. Tamura:

ALSON OKIMOTO & ASSOCIATES, INC.

Subject: Supplemental Environmental Impact Statement (EIS) Preparation Notice,  
Kakaako Makai Area Plan, Kakaako, Oahu  
TMK: 2-1-15; 58; 59; 60

We have reviewed the preparation notice for the Supplemental EIS and traffic analysis and have the following comments:

1. We would prefer that the one-way couplet of Ala Moana Boulevard and Ilalo Street remain as a viable alternative. We feel that the improvement in Level of Service (LOS) along Ala Moana Boulevard is better than the capacity (LOS E) or over capacity (LOS F) conditions which would result from relying solely on a Queen Street and Halekauwila Street one-way couplet to relieve traffic demands on Ala Moana Boulevard.
2. The revised Makai Area Plan should explicitly show the area's proposed bicycle routes to accommodate bicyclists and include a bicycle plan which details anticipated right-of-way requirements and needed bicycle parking areas (storage racks) for its implementation. Sidewalk and roadway designs should provide necessary space for bicyclists.
3. Operationally, the design turning radius within the Makai Area should take into account the need to accommodate commercial vehicles to service the facilities and businesses in the area. In addition, short-term parking/loading areas might be needed for commercial express delivery vehicles not to mention bus traffic.

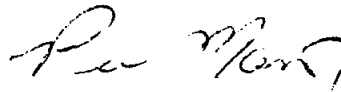
FEB 10 1998

4. Elimination of the cross-traffic movements along Ala Moana Boulevard between Punchbowl Street and Ward Avenue should be considered. Perhaps one signaled intersection at the mid-block with only a right-turn in and out movements at some now signalized intersections should be considered and evaluated.
5. Traffic signal patterns for the signalized intersections of the Makai Area (including Ala Moana Boulevard) should be optimized for various conditions (AM Peak, PM Peak, Weekend Peak, Non-peak) and be provided to the City's Department of Transportation Services Traffic Control Center as a measure to mitigate traffic conditions.

Thank you for providing us with the opportunity to comment on the Supplemental EIS for the Kakaako Makai Area Plan.

If you have any questions, please contact Ronald Tsuzuki, Head Planning Engineer, at 587-1830.

Very truly yours,



PERICLES MANTHOS  
Administrator  
Highways Division

c: Wilson Okamoto & Associates (Attn: Rodney Funakoshi)





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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hcda@gte.net

Ref. No.: PL EIS 6.24

March 18, 1998

Mr. Kazu Hayashida, Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of February 10, 1998 regarding the subject SEISPN.

The analysis of alternative roadway plans indicates that the levels-of-service are only marginally better with the one-way couplet and certainly not sufficient to overcome the many positive attributes of the two-way proposal for Ilalo Street. Positive attributes of the two-way Ilalo Street include improved access to land uses and enhanced pedestrian circulation in the Mauka - Makai direction due to slower speeds of local, two-way traffic.

The Draft SEIS will include a discussion on the proposed Bicycle Facilities Plan for the Makai Area. Bicycle parking areas and storage racks will be encouraged and development of these facilities will be coordinated during the design development phase of each project.

Turning radius and short-term parking and loading areas will be established during the design development phase of the project.


From a development perspective, the proposal to eliminate cross-traffic movement along Ala Moana Boulevard would adversely impact access to respective development projects. Further coordination with your Highways Division will be undertaken to discuss possible alternatives to improve traffic circulation through the Kakaako District.

As recommended, traffic signal timing plans for signalized intersections within the study area shall be coordinated with the City and County of Honolulu Department of Transportation Services to optimize traffic movement through the Kakaako District.

Mr. Kazu Hayashida, Director  
Page Two  
March 18, 1998

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: /Wilson Okamoto & Associates, Inc.  
Kaku Associates, Inc.

BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

STP 8.8362

January 29, 1998

TO: MS. JAN S. YOKOTA, EXECUTIVE DIRECTOR  
HAWAII COMMUNITY DEVELOPMENT AUTHORITY  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND  
TOURISM

ATTN: SUSAN TAMURA

FROM: KAZU HAYASHIDA  
DIRECTOR OF TRANSPORTATION

SUBJECT: KAKAAKO MAKAI AREA PLAN  
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
PREPARATION NOTICE

RECEIVED  
JAN 30 1998

WILSON, OKAMOTO & ASSOC., INC.

Thank you for your letter requesting our comments.

Our comments are as follows:

1. We are concerned that the proposed Ward Avenue Extension alignment will impact the current operations at the existing Pier 2 shed and our planned passenger terminal facility at Pier 2. As currently proposed, the right-of-way of the Ward Avenue Extension will come as close as 30 feet to the existing shed. A roadway this close to the shed would limit access to the shed and the operational area around the shed. The new passenger terminal facility will likely be located where the present shed is located. We recommend that the roadway design be realigned so that it is further from the existing shed and less likely to restrict operations and constrain development of the new passenger terminal facility.

2. We are concerned that the proposed South Street Extension alignment will impact cargo operations at Fort Armstrong. The proposed cul-de-sac at the end of the South Street Extension, as shown on preliminary roadway plans that we previously obtained from HCDA (but not shown within the Preparation Notice), is not acceptable to us. This cul-de-sac extends well into the present container yard and would affect cargo operations by limiting yard area available for cargo use. We understand that the purpose of this roadway extension is to prevent truck queueing from affecting traffic flow on the Ward Avenue Extension. An alternative design may be to provide turning lanes to accommodate the expected queue on Ward Avenue Extension.
3. The traffic impact study should include an analysis of truck and bus traffic with other Kakaako tenants, park users, bicyclists, etc. It should be assumed that a passenger terminal facility may be constructed at Pier 2 within the next three years, and that bus and taxi service to the area will increase as a result.
4. Any proposed bikepath should be located on the mauka side of Ward Avenue Extension so that bicyclists will avoid most of the bus and truck traffic to the new passenger terminal facility and Fort Armstrong.
5. Plans which may impact Ala Moana Boulevard would need to be coordinated with our Highways Division.
6. We would be interested in your discussion of the impacts of the revised plan on aircraft flight tracks relative to proposed building heights in the forthcoming Draft Supplemental EIS.

We look forward to continued coordination with HCDA.

c. Mr. Rodney Funakoshi, Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

March 5, 1998

Mr. Kazu Hayashida, Director  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street  
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 29, 1998 offering comments on the subject SEISPN.

Your concerns regarding the impact of the proposed Punchbowl Street extension project on current operations at Pier 2 shed and on the planned terminal facility at Pier 2 are acknowledged. Further coordination with your Harbors Division will be undertaken to achieve a mutually acceptable roadway plan for the Fort Armstrong area.

The South Street extension (makai of Ilalo Street) which would have affected cargo operations at Fort Armstrong, is no longer being proposed. In addition, as requested in your letter, the forthcoming Draft Supplemental Environmental Impact Statement will assess the impact of proposed building heights on aircraft flight tracks. Finally, should a bike path be incorporated along Ilalo Street, it will be located on the mauka side of the street.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc. ✓



# University of Hawai'i at Manoa

Kewalo Basin Marine Mammal Laboratory  
1129 Ala Moana Blvd. • Honolulu, Hawaii 96814  
Telephone: (808) 591-2121 • Fax: (808) 597-8572

January 14, 1998

Jan S. Yokota  
Acting Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Blvd., Suite 1001  
Honolulu, HI 96813

RECEIVED  
JAN 20 1998

WILSON OKAMOTO & ASSOC., INC.

Dear Ms. Yokota:

Thank you for allowing me to discuss my concerns on January 7th with you regarding the future of the Kewalo Basin Marine Mammal Laboratory (KBMML) as presented in the Kakaako Community Development District Makai Area Plan - Supplemental Environmental Impact Statement Preparation Notice (SEIS). I was disappointed to note that the only mention of KBMML in the SEIS Preparation Notice was on page 3-5, Section 3.2.2 Displacement which states "The Marine Mammal Lab, Kewalo Marine Service Station, the Fisherman's Wharf Restaurant, and the Kewalo Shipyard will ultimately be displaced from Kewalo Basin."

At our meeting I suggested that the SEIS Prep Notice clearly state that KBMML, a marine research and education facility be incorporated as part of the Kakaako Makai Area Plan along with the Aquarium. I was pleased that you shared my sentiments and agreed to incorporate this wording or something similar to it into the plan. The Kakaako Makai Waterfront area is a wonderful location for bringing together the best in marine research and education on Oahu. The result will be a unique magnet which will attract both visitors and residents and will benefit our children's science education and our economy. KBMML is a world-renowned education and research institution for learning about and studying dolphins and whales. KBMML's scientific accomplishments have been published in over 120 scientific journals, reports, and theses, and its findings with these animals have appeared in 34 US and foreign television documentaries, 73 US and foreign magazine articles, 58 newspaper articles, 2 CD ROMS, and in an IMAX film. Clearly, KBMML's presence will add greatly to the attraction of the Kakaako waterfront park and to its mixed use concept. Dr. Herman and I look forward to the final EIS. We would be delighted to participate in any planning groups you might form to layout a more detailed plan for creating a marine center in the Kakaako waterfront park.

Sincerely,

Adam A. Pack, Ph.D.  
Assistant Laboratory Director

cc: Wilson Okamoto & Associates



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 9, 1998

Adam A. Pack, Ph.D.  
Assistant Laboratory Director  
Kewalo Basin Marine Mammal Laboratory  
University of Hawai'i at Manoa  
1129 Ala Moana Boulevard  
Honolulu, Hawaii 96814

Dear Dr. Pack:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

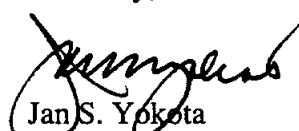
Thank you for your letter of January 14, 1998 expressing your concerns regarding the future of the Kewalo Basin Marine Mammal Laboratory (KBMML).

As I mentioned to you at our meeting on January 7, 1998, the Hawaii Community Development Authority is initiating a study to determine the feasibility of building a world-class aquarium and ocean science center in the Makai Area. As we discussed, the KBMML could become an important component of such a facility, and the feasibility study will explore that possibility.

The Draft Supplemental Environmental Impact Statement will clarify that the proposed world-class aquarium could incorporate research facilities such as the KBMML.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

## BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96843  
PHONE (808) 527-6180  
FAX (808) 533-2714



January 26, 1998

JEREMY HARRIS, Mayor

WALTER O. WATSON, JR., Chairman  
MAURICE H. YAMASATO, Vice Chairman  
KAZU HAYASHIDA  
MELISSA Y.J. LUM  
FORREST C. MURPHY  
JONATHAN K. SHIMADA, PhD  
BARBARA KIM STANTON

RAYMOND H. SATO  
Manager and Chief Engineer

Mr. Rodney Funakoshi  
Wilson Okamoto and Associates, Inc.  
1907 South Beretania Street  
Honolulu, Hawaii 96826

RECEIVED  
JAN 30 1998

Dear Mr. Funakoshi:

Subject: Your Letter of December 17, 1997 on the Supplemental Environmental Impact Statement Preparation Notice for the Revised Kakaako Makai Area Plan, Kakaako, Oahu, TMK: 2-1-15, 58, 59, 60

Thank you for the opportunity to review and comment on the revisions to the Kakaako Makai Area Plan. We have no objections to the proposed revisions.

We have the following comments:

1. Water system improvements are required in accordance with the June 1995 water system analysis update for the Makai Area Plan.
2. Water source for the Makai area should be identified and discussed in Draft Environmental Impact Statement (DEIS).
3. The DEIS should incorporate the findings of the joint State and Board of Water Supply desalination site feasibility study identifying potential desalination plant sites in the Kakaako Makai area.
4. We reserve further comment until the Supplemental DEIS is submitted for our review.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

  
RAYMOND H. SATO  
Manager and Chief Engineer





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 5, 1998

Mr. Raymond H. Sato  
Manager and Chief Engineer  
Board of Water Supply  
630 South Beretania Street  
Honolulu, Hawaii 96813

Dear Mr. Sato:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 26, 1997 offering comments on the subject SEISPN.

We are currently preparing an infrastructure master plan which will include proposed improvements to the water system. The proposed improvements, potential water sources, and the findings of the joint State and Board of Water Supply desalination site feasibility study as it relates to the Kakaako Makai Area will be discussed in the forthcoming Draft Supplemental Environmental Impact Statement.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc. /

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

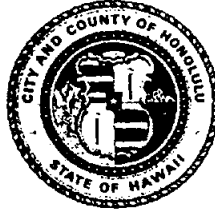
Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

12968  
RECEIVED  
JAN 21 1998 AM 9 53

BUILDING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

RANDALL K. FUJIKI  
DIRECTOR AND BUILDING SUPERINTENDENT  
ISIDRO M. BAQUILAR  
DEPUTY DIRECTOR AND BUILDING SUPERINTENDENT

PB 98-34

GF-COL  
5.15

January 20, 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Susan Tamura

Gentlemen:

Subject: Supplemental Environmental Impact Statement  
Preparation Notice - Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii

This is in response to the Supplemental Environmental Impact Statement Preparation Notice dated December 1997 which we received. Thank you for taking the time to solicit our comments.

We have specific comments concerning Paragraph 3 of Section 3.2.2 Displacement. The paragraph incorrectly states that the City and County Corporation Base Yards have been or will soon be relocated to areas outside of the Kakaako District. Replacement facilities must be built before the base yards can be relocated to prevent disruption to vital City services in the Honolulu District. The land acquisition and the construction process will not be completed in the short term as implied by the paragraph. However, we are expediting the process as much as possible.

Thank you for the opportunity to comment on this notice.

Should there be any questions, please contact Clifford Lau at 527-6373.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Randall K. Fujiki".

RANDALL K. FUJIKI  
Director and Building Superintendent

cc: Wilson Okamoto & Assoc., Inc.  
Rodney Funakoshi



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Randall K. Fujiki  
Director and Building Superintendent  
Building Department  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

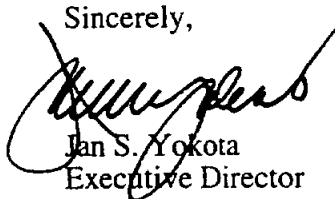
Dear Mr. Fujiki:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 20, 1998 commenting on the subject SEISPN. As stated in the past, the City Corporation Yards must be relocated in a timely manner so that the improvements called for in the Kakaako Makai Area Plan can be implemented. We appreciate your efforts in expediting the process as much as possible.

Thank you for your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

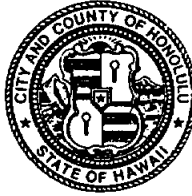
Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

3375 KOAPAKA STREET, SUITE H425  
HONOLULU, HAWAII 96819-1869



JEREMY HARRIS  
MAYOR

ANTHONY J. LOPEZ, JR.  
FIRE CHIEF

ATTILIO K. LEONARDI  
FIRE DEPUTY CHIEF

December 22, 1997

Mr. Rodney Funakoshi  
Wilson Okamoto & Associates, Inc.  
1907 S. Beretania Street  
Honolulu, Hawaii 96826

RECEIVED  
DEC 24 1997

Dear Mr. Funakoshi:

Subject: Supplemental Environmental Impact Statement  
Kakaako Makai Area Plan  
TMK: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii  
HFD Internal No. OL 97-314

WILSON OKAMOTO & ASSOCIATES

We have reviewed the Supplemental Environmental Impact Statement and have no adverse comments pertaining to the subject development.

Per Section 132-9 of the Hawaii Revised Statutes, we are requiring that all construction plans included in the subject development be routed to our Fire Prevention Bureau Plans Examining Section located at the Honolulu Municipal Building. The construction plans will be reviewed and approved once it has been ascertained that the construction meets minimum standards for fire and life safety. Actual construction shall not commence until construction plans have been reviewed and approved by my personnel.

If you need additional information, please contact Battalion Chief Charles Wassman of our Fire Prevention Bureau at 831-7778.

Very truly yours,

  
ANTHONY J. LOPEZ, JR.  
Fire Chief

AJL/CW:bh



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Anthony J. Lopez, Jr., Chief  
Fire Department  
City and County of Honolulu  
3375 Koapaka Street, Suite H425  
Honolulu, Hawaii 96819-1869

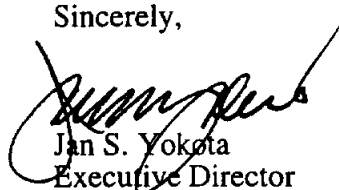
Dear Mr. Lopez:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of December 22, 1997 offering comments on the subject SEISPN. As stated in your letter, all construction plans will be submitted for review and approval to the Fire Prevention Bureau Plans Examining Section prior to construction.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

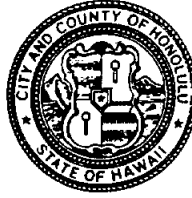
Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 5TH FLOOR • HONOLULU, HAWAII 96813  
PHONE (808) 523-4427 • FAX (808) 527-5498

JEREMY HARRIS  
MAYOR



ROBERT AGRES JR.  
DIRECTOR

DARWIN J. HAMAMOTO  
DEPUTY DIRECTOR

January 23, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
JAN 27 1998

Dear Ms. Tamura:

WILSON OKAMOTO & ASSOC., INC.

Subject: Supplemental Environmental Impact Statement Preparation Notice  
Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15: 58, 59 and 60  
Kakaako, Oahu Hawaii

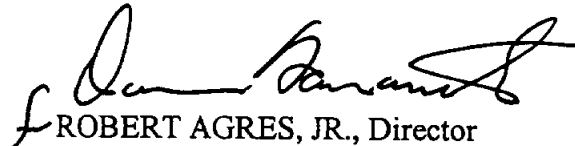
This is in response to Wilson Okamoto and Associates, Incorporated's letter dated December 17, 1997 regarding the subject Supplemental Environmental Impact Statement for the revisions to the Kakaako Makai Area Plan.

The proposed revisions will have no impact on any existing or planned DHCD project or program, and we have no objections to the proposed revisions but have the following comments.

1. Although there is a downturn in the real estate market, we feel that residential use should be incorporated into the plan as originally proposed in 1994. This would allow the State and developers greater flexibility in planning should there be future demands for housing in the urban core.
2. We support the 1997 plan's revisions to the transportation circulation in keeping Ala Moana Boulevard a two way street as well as the proposed extensions and designation of Ilalo Street as the principal collector street for the Makai Area. Improvements to Ilalo Street such as wide sidewalks, landscaping and pedestrian friendly commercial streetfronts should also be incorporated into the plan.

Thank you for the opportunity to review and comment on this matter. Should you have any questions, please contact Gail Kaito at 527-5780.

Sincerely,

  
ROBERT AGRES, JR., Director

cc: Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 13, 1998

Mr. Robert Agres, Jr., Director  
Department of Housing and Community  
Development  
City and County of Honolulu  
650 South King Street, 5th Floor  
Honolulu, Hawaii 96813

Dear Mr. Agres:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 23, 1998 offering comments on the subject SEISPN.

As stated in the SEISPN, the residential component of the Plan was eliminated due to the downturn in the real estate market as well as the need to ensure the viability of the parks and public use components of the Plan. The Draft Supplemental Environmental Impact Statement will further discuss the rationale behind the changes in land use.

In addition, the proposed Makai Area Plan specifies improvements to Ilalo Street such as those mentioned in your letter including the provision of wide sidewalks, landscaping and pedestrian-friendly commercial street fronts.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

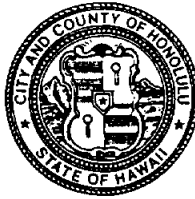
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Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4182 • FAX: (808) 523-4054



JEREMY HARRIS  
MAYOR

WILLIAM D. BALFOUR, JR.  
DIRECTOR

MICHAEL T. AMI  
DEPUTY DIRECTOR

January 28, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
Department of Business &  
Economic Development  
State of Hawaii  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
JAN 30 1998

WILSON OKAMOTO & ASSOCIATES

Dear Ms. Tamura:

Subject: Supplemental Environmental Impact Statement  
Preparation Notice for Kakaako Makai Area Plan  
Ala Moana, Oahu, Hawaii  
Tax Map Key 2-1-015, 058, 059 and 060

We have reviewed the Supplemental Environmental Impact Statement Preparation Notice for the above-described project and have no comments to offer at the present time.

Thank you for the opportunity to review the project.

Please call Mr. Lester Lai, Planner in our Advance Planning Branch, at 523-4696 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "William D. Balfour, Jr.", with a stylized flourish at the end.

WILLIAM D. BALFOUR, JR.  
Director

WDB:ei

cc: ✓ Rodney Funakoshi, Wilson Okamoto & Associates





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 5, 1998

Mr. William D. Balfour, Jr., Director  
Department of Parks and Recreation  
City and County of Honolulu  
650 South King Street, 10th Floor  
Honolulu, Hawaii 96813

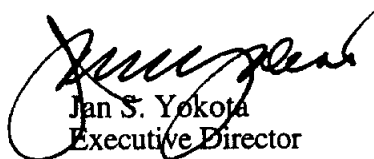
Dear Mr. Balfour:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 28, 1998 stating that your Department has no comments to offer at the present time.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc. ✓

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

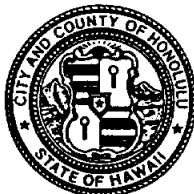
Telephone  
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Facsimile  
(808) 599-2613

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hcda@gte.net

PLANNING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 8TH FLOOR • HONOLULU, HAWAII 96813-3017  
PHONE: (808) 523-4711 • FAX: (808) 523-4950



JEREMY HARRIS  
MAYOR

PATRICK T. ONISHI  
CHIEF PLANNING OFFICER  
  
DONA L. HANAIIKE  
DEPUTY CHIEF PLANNING OFFICER

MH 12/97-2425

January 26, 1998

RECEIVED  
JAN 26 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

WILSON DRAMOTO & ASSOC. INC.

Attention: Ms. Susan Tamura

Supplemental Environmental Impact Statement  
Preparation Notice for the Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60 Kakaako, Oahu, Hawaii

In response to your consultant's request of December 17, 1997, we have reviewed the Supplemental Environmental Impact Statement Preparation Notice for the revisions to the Kakaako Makai Area Plan and have the following comments to offer:

1. The Supplemental Draft Environmental Impact Statement (SDEIS) should discuss the relationship and consistency of the revised Kakaako Makai Area Plan to applicable objectives and policies of the Population; Economic Activity; Natural Environment; Housing; Transportation and Utilities; Physical Development and Urban Design; Public Safety; Culture and Recreation; and Government Operations and Fiscal Management sections of the City and County of Honolulu's General Plan. Areas of particular concern include impacts on housing, commercial and industrial activities, and the visitor industry.
2. The SDEIS should also discuss the relationship and consistency of the revised Kakaako Makai Area Plan to existing Primary Urban Center Development Plan and the ongoing Primary Urban Center Development Plan Revision Program that the Planning Department is conducting.
3. In summary, we find the Supplemental Environmental Impact Statement Preparation Notice fails to recognize the impacts of proposed land uses on adjacent uses within and outside the Kakaako Makai Area Plan. Since Kakaako is centrally situated between the City's Downtown Business District

and the Waikiki Special District, it is essential that any proposed land use planning for Kakaako be conducted with regard for the comprehensive planning perspective undertaken by the City. The relationship of all land use proposals must be assessed from all applicable components to its interconnected areas and systems, not only the land uses in the Kakaako District.

4. We welcome the opportunity to discuss these issues with you and your consultants to help assure that the SDEIS will be an adequately accurate disclosure document.

Should you have any questions, please contact Matthew Higashida (527-6056) and Bob Stanfield (527-6094) of our staff.

Yours very truly,



PATRICK T. ONISHI  
Chief Planning Officer

PTO:ft

c: ✓ Wilson Okamoto & Associates, Inc.  
Office of Environmental Quality Control



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Patrick T. Onishi  
Chief Planning Officer  
Planning Department  
City and County of Honolulu  
650 South King Street, 8th Floor  
Honolulu, Hawaii 96813

Dear Mr. Onishi:

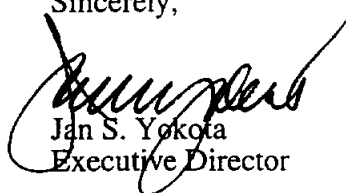
Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 26, 1998 offering comments on the subject SEISPN.

Although the Hawaii Community Development Authority has the authority to supersede County ordinances, the Kakaako Makai Area Plan will foster the goals of the City and County of Honolulu's General Plan and Primary Urban Center Development Plan. The proposed Makai Area Plan's conformance to these plans will be discussed in the forthcoming Draft Supplemental Environmental Impact Statement.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

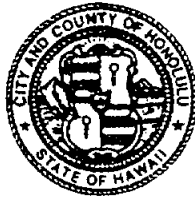
Telephone  
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Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

801 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111



JEREMY HARRIS  
MAYOR

LEE D. DONOHUE  
ACTING CHIEF

WILLIAM B. CLARK  
DEPUTY CHIEF

OUR REFERENCE BS-DL

January 9, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

This is in response to Mr. Rodney Funakoshi's letter of December 17, 1997, concerning the Supplemental Environmental Impact Statement Preparation Notice for revisions to the Kakaako Makai Area Plan.

This project should have no significant impact on the operations of the Honolulu Police Department.

Thank you for the opportunity to review this document.

Sincerely,

LEE D. DONOHUE  
Acting Chief of Police

By

*James Femia*  
JAMES FEMIA, Assistant Chief  
Administrative Bureau

cc: ✓ Mr. Rodney Funakoshi  
Project Manager  
Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Lee D. Donohue, Acting Chief  
Police Department  
City and County of Honolulu  
801 South Beretania Street  
Honolulu, Hawaii 96813

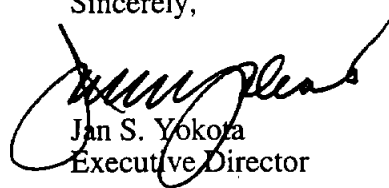
Dear Mr. Donohue:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 9, 1998 stating that the subject project should have no significant impact on the operations of the Honolulu Police Department.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

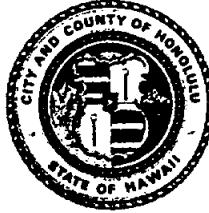
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hcda@gte.net

1. EIS 6.24  
9/15/94  
# 13005

DEPARTMENT OF PUBLIC WORKS  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4341 • FAX: (808) 527-5857



JEREMY HARRIS  
MAYOR

JONATHAN K. SHIMADA, PhD  
DIRECTOR AND CHIEF ENGINEER  
ROLAND D. LIBBY, JR.  
DEPUTY DIRECTOR

ENV 98-011

January 16, 1998

Ms. Jan Yokota  
Executive Director  
Hawaii Community Development Authority  
State of Hawaii  
677 Ala Moana Blvd., Suite 1001  
Honolulu, Hawaii 96813

Attention: Susan Tamura

Dear Ms. Yokota:

Subject: Supplemental Environmental Impact Statement  
Preparation Notice (SEISPN)  
Kakaako Makai Area Plan  
TMK: 2-1-15: 58, 59 and 60

We have reviewed the subject SEISPN and have the following comments:

1. The SEISPN must address the impact of interruption of public services to the citizens of Oahu resulting from the relocation of various City corporation yards in the Kewalo Basin.
2. In previous "Final Supplemental Environmental Impact Statement" dated October 1994, the extension of Ward Avenue along Ilalo Street was envisioned as a "premier strolling and shopping street." However, in this SEISPN, Ilalo Street is being proposed as "the principal collector street for the Makai Area." This is a significant change in use, particularly since the City and County of Honolulu is the owner of Ilalo Street and has never been informed nor consulted of any justification.

Our position is that the HCDA has remained noncompliant in its conformance to lawful requirements such as public hearings, State planning regulations, OMPO transportation agency planning procedures and the like in pursuing its project actions for Ilalo Street.

Ms. Jan Yokota  
January 16, 1998  
Page 2

HCDA must cease its unilateral approach to roadway development and join the modern concept of working with the State DOT, City DTS and other affected parties in our common goal of providing the best facilities and services at the least cost for our taxpayers.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. Shimada', is written over the typed name.

JONATHAN K. SHIMADA, PhD  
Director and Chief Engineer





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

March 5, 1998

Jonathan K. Shimada, Ph.D.  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street, 11th Floor  
Honolulu, Hawaii 96813

Dear Dr. Shimada:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 16, 1998 regarding the subject SEISPN. As stated in the past, the City Corporation Yards must be relocated from the Kakaako Makai Area in a timely manner so that the improvements proposed in the Kakaako Makai Area Plan can be implemented. Development of the Makai Area will provide significant economic opportunities as well as provide park amenities for public use.

Parties affected by the changes proposed to the Kakaako Makai Area Plan, including the State Department of Transportation and City Department of Transportation Services, have been consulted and will continue to have opportunities for input as implementation of the plan progresses.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
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(808) 587-2870

Facsimile  
(808) 599-2613

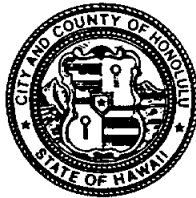
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hcda@gte.net

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

PACIFIC PARK PLAZA • 711 KAPIOLANI BOULEVARD, SUITE 1200 • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4529 • FAX: (808) 523-4730

RF

JEREMY HARRIS  
MAYOR



CHERYL D. SOON  
DIRECTOR

JOSEPH M. MAGALDI, JR.  
DEPUTY DIRECTOR

January 22, 1998

TSP12/97-06941R  
TSP12/97-07111R

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
JAN 26 1998

WILSON OKAMOTO & ASSOCIATES, INC.

Dear Ms. Tamura:

Subject: Kakaako Makai Area Plan

In response to the December 17, 1997 letter from Wilson Okamoto & Associates, Inc., the supplemental environmental impact statement (SEIS) preparation notice and traffic analysis for the subject project were reviewed. The following comments are provided for your use as you prepare the SEIS:

1. The phasing of the planned roadway improvements for the entire makai area should be specified.
2. The timing or need for the implementation of the Queen Street/Halekauwila Street couplet or Queen Street widening, in relation to the amount of development or the level of build out of both the mauka and makai areas, should be identified. An extension of the couplet to at least Richards Street should be considered. The proposed alignment of the eastern terminus should be provided.
3. The projected traffic volumes for Ilalo Street, which are contained in the technical appendix, should also be included in the analysis for the makai area in the same level of detail as is provided for Ala Moana Boulevard. The need or warrants for traffic signals along Ilalo Street at Cooke, Coral and Koula Streets should be included. It appears that South Street would be a desirable route since it provides access to the mauka area and the freeway. When appropriate, the cross-section of the roadway and an analysis of the lengths of left turn storage lanes along Ilalo Street should be provided. The location and alignment of the proposed bicycle facility on Ilalo Street should also be provided.
4. The study area should also include other intersections which will be impacted by the development of the makai area. The analysis should include, as a minimum, the anticipated impacts along Ward Avenue, Cooke Street, Punchbowl Street and South Street, since many of these streets will provide direct access to the freeway for the makai area. As required, mitigative measures should also be discussed.

5. The methodology used to determine the directional distribution of trips should be described in greater detail and should include the methodology used to assign trips on the various mauka/makai streets.
6. The traffic study should provide an analysis for the incremental build out of the makai area. The study only provides the anticipated impacts at a 60 percent build out level and does not address the impacts at full build out.
7. A diagram of the anticipated traffic volumes should be provided for the scenario with the Queen Street/Halekauwila Street couplet. The relative diversion in traffic to the couplet from Kapiolani Boulevard and Ala Moana Boulevard should also be provided.
8. The diagrams of the roadway system for the future conditions should be revised to reflect planned alignments. The diagrams do not show the extension of Ward Avenue or Punchbowl Street to Ilalo Street.
9. It appears that additional traffic will be diverted onto the improved section of Ilalo Street than is reflected in the study, if Ala Moana Boulevard is or will be operating at capacity conditions. As required, adjustments to any diversion should be included in the analysis. Since the overall operation of these two parallel streets will reflect relative conditions, provisions for right turn lanes on Ala Moana Boulevard to side streets should be made to increase the carrying capacity of the facility.
10. The standard design vehicle used for this type of roadway system is a single unit (SU) truck with an inside turning radius of 28 feet. This curb radius should be used for City facilities, unless there is a channelized right turn lane with a pedestrian island.
11. Turning templates, using the SU vehicle, should be used to determine the minimum design widths of single ingress lanes. As an example, Cooke Street, in the makai bound direction at the makai approach, has a lane width of 11 feet. An SU vehicle will not be able to negotiate a right turn from Ewa bound Ala Moana Boulevard without encroaching into the mauka bound left turn lane. A wider lane width may be required if buses are anticipated to use a particular route.
12. As a minimum, a listing of potential measures to reduce vehicle trips which have been utilized in other areas should be identified. These could include provisions for employee subsidized bus passes or incentives for carpooling, which could be implemented as an initial condition for new developments, as they infill the area.
13. The land uses by subareas in the traffic analysis do not appear to be consistent with the narrative contained in the report.
14. When appropriate, driveway locations for major developments or subareas should be identified, prior to the submittal of project eligibility applications.

Ms. Susan Tamura  
January 22, 1998  
Page 3

15. Any facility and/or accommodation, especially sidewalks, walkways, etc. should comply with the Americans with Disabilities Act (ADA) and its regulations and architectural design standards. Further, since transit service appears to be planned, stations, bus stops, streets and curb ramps must also meet ADA guidelines and standards. Parking facilities for parks and other facilities for public use should be designed to accommodate a standard paratransit vehicle used in the complementary paratransit service.

We look forward to reviewing the SEIS. In order to facilitate our review, please provide this department with two copies of the document.

Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation System Planning Division at 527-6976.

Sincerely,



CHERYL D. SOON  
Director

cc: Mr. Rodney Funakoshi, Wilson  
Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
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Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

March 18, 1998

Ms. Cheryl Soon, Director  
Department of Transportation Services  
City and County of Honolulu  
Pacific Park Plaza  
711 Kapiolani Boulevard, Suite 1200  
Honolulu, Hawaii 96813

Dear Ms. Soon:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 22, 1998 regarding the subject project. The following was prepared in response to your comments on the subject SEISPN.

1. A general phasing plan for the Makai Area will be included in the Draft SEIS.
2. The HCDA is currently conducting a traffic study to evaluate the Queen Street/Pohukaina-Auahi Street couplet. The study will evaluate and identify possible alternatives to the existing couplet system, including a Queen Street-Halekauwila Street couplet or a widened Queen Street. The consultant will also determine when the preferred alignment will be necessary with respect to projected traffic conditions and the future development of the Mauka and Makai Areas. Based on the results of the traffic study, programming for the construction and development of the preferred alignment will be established.
3. A summary of the volume/capacity analysis conducted for each of the internal intersections along Ilalo Street will be included in the traffic assessment report. As indicated, each of the intersections was assumed to be stop-controlled and analysis was conducted using the standard delay-based intersection capacity analysis for stop-controlled intersections. All intersections are projected to operate at level-of-service (LOS) A or B under future conditions with the completion of the Makai Area Plan. A signal warrant analysis was conducted at each location to assess the potential justification for the installation of traffic signals.

Since all intersections are operating at LOS A or B, none of the locations meet any of the warrants. Tables summarizing the warrant analysis will be provided as an appendix to the traffic assessment report.

Regarding the proposed bicycle facility on Ilalo Street, as directed by your staff, we will designate an alternate recreational bicycle route in to the Kakaako Waterfront Plan and along the waterfront, rather than designating the path along Ilalo Street as a multi-use facility.

4. A comprehensive traffic study of the entire Kakaako Community Development District was conducted in 1991 by Austin Tsutsumi Associates. The study concluded that the roadway master plan, including Mauka-Makai Streets such as Ward Avenue, Cooke, Punchbowl, and South Streets, will accommodate the projected traffic demands, although they will experience deteriorating operations as additional developments outside the Kakaako District are completed and subsequent traffic demand increases.
5. The methodology used to develop the geographic distribution of trips and the methodology used to assign trips will be discussed in the Traffic Analysis to be included as an appendix to the Draft SEIS.
6. The HCDA has determined that a 60 percent build-out of the Makai Area is appropriate for a minimum 20- to 30-year time frame. This estimate was based on the rate of development in the Mauka Area as well as an analysis of market conditions and absorption of commercial developments. Further, all previous traffic studies of the Mauka and Makai area have used this benchmark because it is unlikely to exceed the operational life of the infrastructure provided.
7. The report entitled *Traffic Analysis for Queen - Halekauwila Couplet and Kamakee - Ala Moana Intersection Realignment*, October 1996 by Kaku Associates provides the details of the projected diversion of traffic from both Ala Moana Boulevard and Kapiolani Boulevard. As indicated, the diversion varies depending on the nature of the improvement. Six-lane and four-lane versions of both the widening of Queen Street and the one-way couplet were analyzed. The most conservative of these forecasts were incorporated in the SEIS analysis.

8. The Draft SEIS will include a diagram of the roadway system for future conditions.
9. It is unlikely that any through traffic on Ala Moana Boulevard would divert to Ilalo Street. Not only would the use of Ilalo Street be a longer route, the planned traffic control plan for the internal street system, including Ilalo Street, would make the use of this route prohibitively time-consuming. Since Ilalo Street is envisioned to operate as a pedestrian-oriented street with wide sidewalks, on-street parking, and landscaping, it is proposed that several intersections be four-way stop controlled. Initially, the intersections of South and Ilalo Streets, Cooke and Ilalo Streets and Koula and Ilalo Streets would have stop signs on all approaches, while the traffic would be free-flow on Ilalo Street at the other intersections. This system would make Ilalo Street an unattractive alternative route to Ala Moana Boulevard.
10. )
11. )
15. ) Curb radius and roadway widths will be established during the design development phase of the project. All applicable City standards will be incorporated into the design of roadways for the Makai Area. Further, all facilities will be in compliance with the requirements of the Americans with Disabilities Act.
12. As requested, the HCDA will explore additional measures to reduce vehicle trips into the Makai Area. However, until specific developments are proposed by the private sector it is not possible to create a ride-sharing program.

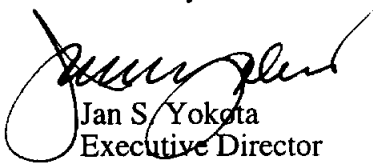
The Makai Area Plan has incorporated a Public Transportation Plan and provisions for a Bicycle Facilities Plan to reduce vehicle trips into the Makai Area. In addition, long-range plans for public transportation include the potential provision of a shuttle service that would connect the Makai Area with the Mauka Area, downtown Honolulu and Aloha Tower.
13. The land uses by subareas will be revised to be consistent with the traffic study.

Ms. Cheryl Soon, Director  
Page 4  
March 18, 1998

14. The HCDA will encourage all developers to conduct a pre-consultation meeting with the DTS to determine appropriate driveway locations.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



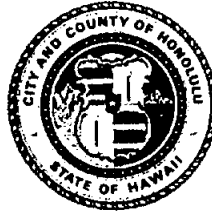
Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: ✓ Wilson Okamoto & Associates, Inc.  
Kaku Associates, Inc.



DEPARTMENT OF WASTEWATER MANAGEMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 527-6663 • FAX: (808) 527-6675



JEREMY HARRIS  
MAYOR

KENNETH E. SPRAGUE, P.E., Ph.D.

DIRECTOR

CHERYL K. OKUMA-SEPE, ESQ.  
DEPUTY DIRECTOR

In reply refer to:  
WCC 97-277

December 26, 1997

Mr. Rodney Funakoshi  
Wilson Okamoto & Associates  
1907 South Beretania Street  
Honolulu, Hawaii 96811

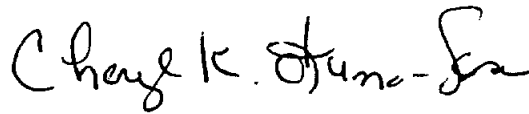
Dear Mr. Funakoshi:

Subject: **SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
PREPARATION NOTICE - KAKAAKO MAKAI AREA PLAN  
TAX MAP KEY: 2-1-15, 58, 59, AND 60**

We require submittal of a sewer master plan for the Kakaako Makai Area. The current sewer system is inadequate and would require substantial improvements to accommodate the proposed uses of the subject areas.

If you have any questions, please contact Ms. Tessa Ching of the Service Control Branch at 523-4956.

Sincerely,

  
KENNETH E. SPRAGUE  
Director



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Mr. Kenneth E. Sprague, Director  
Department of Wastewater Management  
City and County of Honolulu  
650 South King Street, 3rd Floor  
Honolulu, Hawaii 96813

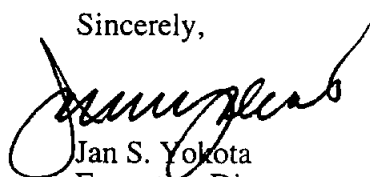
Dear Mr. Sprague:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of December 26, 1997 offering comments on the need to submit a sewer master plan for the Kakaako Makai Area. We are currently preparing an infrastructure master plan for the Makai Area which will include proposed sewer system improvements. An advance copy of the preliminary sewer master plan has been submitted to your Department for review and comment.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

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hcda@gte.net



Patricia Uyehara Wong, Esq.  
Manager  
Environmental Department

January 15, 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, HI 96813  
Attention: Ms. Susan Tamura

Dear: Ms. Tamura

Subject: **Kakaako Makai Area Plan**

Thank you for the opportunity to comment on your December 1997 Supplemental EIS Preparation Notice for the Kakaako Makai Area Plan, as proposed by the Hawaii Community Development Authority. We have reviewed the subject document have no comments at this time.

HECO shall reserve further comments pertaining to the protection of existing powerlines bordering the project area until construction plans are finalized. Again, thank you for the opportunity to comment on this EIS Preparation Notice.

Sincerely,

WINNER OF THE EDISON AWARD  
FOR DISTINGUISHED INDUSTRY LEADERSHIP





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 5, 1998

Patricia Uyehara Wong, Esq.  
Manager  
Environmental Department  
Hawaiian Electric Company, Inc.  
P. O. Box 2750  
Honolulu, Hawaii 96840

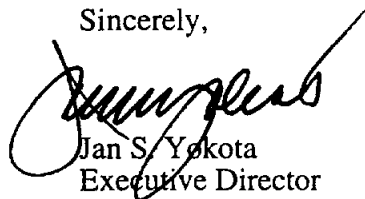
Dear Ms. Wong:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 15, 1998 stating that Hawaiian Electric Company, Inc. has no comments to offer at this time. Your company will be kept informed of any proposed construction activity which may affect power lines in the project area.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
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96813

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## THE OUTDOOR CIRCLE

1314 South King St., Suite 306 • Honolulu, HI 96814  
Phone: 808-593-0300 Fax: 808-593-0525

Established 1912  
A Non-profit Organization

### BRANCHES

#### OAHU

Kaneohe  
Lani-Kailua  
North Shore  
Waialae Kahala

#### HAWAII

Hilo  
Ka'u  
Kona  
Puna  
Waimea

#### KAUAI

#### MAUI

#### MOLOKAI

#### GARDEN CIRCLE

Lani-Kai

### VIA FAX

January 22, 1998

RECEIVED  
JAN 26 1998

Ms. Susan Tamura  
Hawai'i Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawai'i 96813

WILSON OKAMOTO & ASSOC., LLC

RE: Supplemental Environmental Impact Statement (SEIS) Preparation Notice  
Kakaako Community Development District, Makai Area Plan

Dear Ms. Tamura:

Thank you for the opportunity to comment regarding the above referenced Supplemental Environmental Impact Statement Preparation Notice (EISPN). As you may know, The Outdoor Circle is an 86 year old environmental organization focused on island beautification. We are interested in the potential impacts Kakaako development will have on the community.

After reviewing the preparation notice, we offer the following comments for your review and inclusion in the draft SEIS:

1. *Setbacks* - The plan outlines specific guidelines for setback landscaping requirements: 15 foot landscaped setbacks on side streets, 100 foot setbacks on Cooke Street for tower > 200 feet, and 75 foot setbacks for footprints > 10,000 s.f.

Comments: A 20 foot landscaped setback on side streets should be required to allow for adequate street tree plantings. 100 foot setbacks from all streets for towers > 200 feet, and 100 foot setbacks for footprints > 10,000 s.f. will allow for more public open space. The increase in landscaped areas will greatly enhance the aesthetics of the largest and last waterfront development site in central Honolulu.

2. *Building Heights* - 45 - 300 foot building heights. This is an increase from the existing plan which limited building height from 45 - 200 feet.

Comments: The Outdoor Circle advocates for the protection of view planes, both mauka-makai and Ewa-Diamond Head. The SEIS must show that the view planes will be preserved before making this revision.

Ms. Susan Tamura  
Hawai'i Community Development Authority  
January 22, 1998  
Page 2

3. *Underground Wiring* - Wiring either underground or above ground is not addressed in the proposed preparation notice.

Comments: The Outdoor Circle advocates for placing utility wires underground. The SEIS should discuss wiring issues within the district.

4. *Bikeways* - Bikeways are not addressed in the preparation notice.

Comments: To enhance the "people-oriented gathering place", and to justify the increase in Public Use (PU) and Mixed Use Zone (MUZ) delineations, it is important to link the waterfront park to the City. We would like to suggest the creation of a bikeway which connects Ala Moana Park to Aloha Tower and runs through the 30-acre proposed waterfront park.

5. *Street Trees* - Street trees are not addressed in the preparation notice.

Comments: Street trees are key tools to filter polluted air, cool city streets, and soften building facades. We would recommend the use of as many street trees as possible. Street trees should always be considered as a part of the infrastructure and not as an addition to landscaping plans.

6. *Tree Relocation Plan* - A tree relocation plan is not included in the preparation notice.

Comments: Trees within current property lines and along existing roadways will be displaced to accommodate the new transportation/traffic proposal. We believe that a plan needs to include the relocation of these trees within this development area.

We appreciate the opportunity to comment. If you have any questions, or need further clarification, please do not hesitate to contact me.

Sincerely,



Christine Akaka Hall  
Project Manager

cc: Governor, State of Hawai'i (approving agency/accepting authority)  
Wilson, Okamoto & Associates, Inc. (consultant)  
Office of Environmental Quality Control (OEQC)



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

77 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

February 9, 1998

Ms. Christine Akaka Hall  
Project Manager  
The Outdoor Circle  
1314 South King Street, Suite 306  
Honolulu, Hawaii 96814

Dear Ms. Hall:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice (SEISPN)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 22, 1998 offering comments on the subject SEISPN.

The intent of the urban design concepts in the proposed Kakaako Makai Area Plan is to create an aesthetically pleasing environment which will promote the Makai Area as an active gathering place. Your concerns regarding the impact of building setbacks and heights on aesthetics and viewplanes in the Kakaako Makai Area will be addressed in the forthcoming Draft Supplemental Environmental Impact Statement (DSEIS)

Your concerns regarding bikeways, street trees and utility wires will also be addressed in the DSEIS. The proposed Kakaako Makai Area Plan provides for bicycling facilities, including bike paths, throughout the Makai Area. Street trees are also an essential component of the urban design plan for the area. New utility lines in the Makai Area will be located underground.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.



*"The Employee Leasing Professionals"*

129578

RECEIVED

JAN 19 1998

January 19, 1998

Ms. Jan S Yokota  
Acting Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Blvd., Suite 1001  
Honolulu, Hawaii 96813

Aloha Ms. Yokota,

I have just received a copy of the SEIS for the Kakaako Makai Area Plan.

As a member of the Dolphin Institute Board of Directors, I am gravely concerned with the lack of inclusion of the Kewalo Basin Marine Mammal Laboratory (KBMML).

KBMML is world renowned for its cutting edge Dolphin Research.

KBMML has provided demonstrations and lectures of dolphin intelligence to our local to educational and community groups.

KBMML can be an educational source for tourists and other visitors.

If proper siting is obtained, KBMML can become a uniquely Hawaiian tourist destination.

Please keep KBMML as part of the active waterfront area.

Mahalo,

A handwritten signature in black ink, appearing to read 'Jack Schneider', is written over the printed name.

Jack Schneider  
President





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



**KAKAOKO**  
Where Honolulu Greets The Sea.

Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 9, 1998

Mr. Jack Schneider, President  
JS Services, Inc.  
Suite 1163  
1314 South King Street,  
Honolulu, Hawaii 96814

Dear Mr. Schneider:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of January 14, 1998 expressing your concerns regarding the future of the Kewalo Basin Marine Mammal Laboratory (KBMML).

The Hawaii Community Development Authority is initiating a study to determine the feasibility of building a world-class aquarium and ocean science center in the Makai Area. The KBMML could become an important component of such a facility, and the feasibility study will explore that possibility.

The Draft Supplemental Environmental Impact Statement will clarify that the proposed world-class aquarium could incorporate research facilities such as the KBMML.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net



O'AHU GROUP  
SIERRA CLUB, HAWAII CHAPTER  
P.O. Box 2577, Honolulu, Hawaii 96803  
Phone: (808) 538-6616

To: Rodney Enateshi

January 21, 1998

Susan Tamura  
HCDA  
677 Ala Moana Blvd. #1001  
Honolulu, HI 96813

Dear Ms. Tamura

**RE: MAKAI AREA PLAN SEIS PREP NOTICE**

The Sierra Club has the following comments on the proposed changes to the Makai Area Plan for the Kaka'ako Community Development District:

\* Thank you for deleting the parking lot and proposed beach park expansion which would have destroyed coral reef and surf sites.

\* The preparation notice mentions that "urbanization of the Kaka'ako district and Mauka areas have increased runoff to the nearshore coastal waters." (p. 3-2). The coastal waters -- particularly in the Ala Moana direction -- are popular with bodysurfers, bodyboarders, surfers and swimmers. Improving drainage in Kaka'ako may improve flooding problems, but will only exacerbate water quality concerns. None of us want to swim in polluted waters. The EIS should assess the mitigation measures HCDA can employ to treat or reduce his polluted runoff. It should consider such alternatives as sediment basins, grass swales, artificial wetlands, street cleaning, and hazardous waste release prevention strategies.

\* Please consider any visual impacts that a new aquarium or other structures may have on existing or potential views of the waterfront.

Sincerely,

David Kimo Frankel  
Hawai'i Chapter Director



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

February 9, 1998

Mr. David Kimo Frankel, Director  
Sierra Club, Hawai'i Chapter  
P. O. Box 2577  
Honolulu, Hawaii 96803

Dear Mr. Frankel:

Re: Revised Kakaako Makai Area Plan  
Supplemental Environmental Impact Statement Preparation  
Notice  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

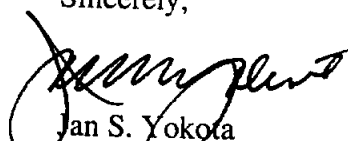
Thank you for your letter of January 21, 1998 expressing your concerns regarding adverse water quality impacts which may result from drainage improvements and the visual impact a new aquarium or other structures may have on views of the waterfront.

The Hawaii Community Development Authority is currently preparing an Infrastructure Master Plan for the Makai Area which will recommend drainage improvements. The Draft Supplemental Environmental Impact Statement (DSEIS) will assess any impacts which may result from the drainage improvements and provide possible mitigation measures.

The DSEIS will also assess the visual impact of the development of Makai Area, including the proposed aquarium, within the context of waterfront views.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

  
Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

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hcda@gte.net

**PARTIES CONSULTED DURING THE  
PREPARATION OF THE  
FINAL SUPPLEMENTAL EIS**

### **13. PARTIES CONSULTED DURING THE PREPARATION OF THE FINAL SUPPLEMENTAL EIS**

Copies of the Draft SEIS were sent to the agencies, organizations, and individuals listed below, with a request for their comments on the project. As of June 5, 1998, a total of 27 comment letters were received. Of those who formally replied, some had no comments while others provided substantive comments as indicated by the ✓ and ✓✓, respectively. All written comments and responses are reproduced herein.

#### **Federal Agencies**

- U.S. Department of the Interior, Fish and Wildlife Service
- ✓ U.S. Department of the Interior, Geological Survey, Water Resources Division
- ✓ Corps of Engineers, Pacific Ocean Division

#### **State Agencies**

- Department of Agriculture
- ✓ Department of Accounting and General Services
- ✓ Department of Budget and Finance
- Department of Business, Economic Development, & Tourism (DBED&T)
- DBED&T, Energy Resource & Technology Division
- ✓ DBED&T, Land Use Commission
- ✓ DBED&T, Office of Planning
- DBED&T Business Resource Center
- ✓✓ Department of Defense
- ✓ Department of Education
- ✓ Department of Hawaiian Home Lands
- Department of Health
- Department of Health, Environmental Management Division
- ✓✓ Department of Health, Office of Environmental Quality Control
- Department of Human Services
- ✓ Department of Land and Natural Resources, Land Division
- ✓ Department of Land and Natural Resources, Historic Preservation Division
- Department of Transportation, Airports, Highways, and Harbors Divisions
- Hawaii Regional Libraries
- Hawaii State Library
- Legislative Reference Bureau
- Office of Hawaiian Affairs

University of Hawaii

- ✓✓ Environmental Center
- Kewalo Basin Marine Mammal Laboratory
- Hamilton Library
- Water Resources Research Center

**City and County of Honolulu Agencies**

- ✓✓ Board of Water Supply
- ✓✓ Building Department
- ✓✓ Department of Housing and Community Development
- ✓✓ Department of Land Utilization
- ✓✓ Department of Parks and Recreation
- ✓✓ Department of Public Works
- Department of Transportation Services
- ✓✓ Department of Wastewater Management
- ✓✓ Fire Department, Honolulu
- ✓✓ Planning Department
- ✓✓ Police Department, Honolulu

**Other Interested Parties**

- Ala Moana/Kakaako Neighborhood Board No. 11
- ✓✓ Councilmember Andy Mirikitani
- Downtown Neighborhood Board No. 13
- ✓ GTE Hawaiian Telephone
- ✓✓ Hawaiian Electric Company, Inc.
- Kamehameha Schools Bernice Pauahi Bishop Estate
- Oceanic Cable
- ✓✓ The Outdoor Circle
- Representative Cynthia Thielen
- ✓✓ Sierra Club, Hawaii Chapter



## United States Department of the Interior

U.S. GEOLOGICAL SURVEY  
WATER RESOURCES DIVISION  
677 Ala Moana Boulevard, Suite 415  
Honolulu, Hawaii 96813

RECEIVED  
APR 06 1998

WILSON OKAMOTO & ASSOCIATES, INC.

April 6, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Mr. Rodney Funakoshi  
Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Ms. Tamura/Mr. Funakoshi:

Subject: Draft Supplemental Environmental Impact Statement  
Kakaako Community Development District  
Honolulu, Oahu, Hawaii  
TMKs: 2-1-15: 58, 59 and 60

The staff of the U.S. Geological Survey, Water Resources Division, Hawaii District, has reviewed the Draft Supplemental Environmental Impact Statement, and we have no comments to offer at this time.

Thank you for allowing us to review the report. We are returning it for your future use.

Sincerely,

William Meyer  
District Chief

Enc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. William Meyer, District Chief  
Water Resources Division  
U.S. Geological Survey  
United States Department of the Interior  
677 Ala Moana Boulevard, Suite 415  
Honolulu, Hawaii 96813

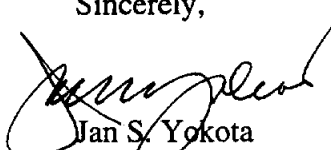
Dear Mr. Meyer:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 6, 1998 stating that the staff of the U.S. Geological Survey, Water Resources Division, Hawaii District has no comments to offer at this time.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

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hcda@gte.net





REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
U. S. ARMY ENGINEER DISTRICT, HONOLULU  
FORT SHAFTER, HAWAII 96858-5440

April 10, 1998

13659  
RECEIVED  
'98 APR 13 AM 10 47  
HAWAII COMMUNITY  
DEVELOPMENT  
AUTHORITY

Civil Works Branch

Ms. Jan S. Yokota  
Executive Director  
State of Hawaii  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Yokota:

Thank you for the opportunity to review and comment on the Draft Supplemental Environmental Impact Statement for the Revised Kakaako Makai Area Plan Project, Oahu (Tax Map Key 2-1-15: 58-60). If an aquarium is developed as part of the project, the intake and outfall would require a Department of the Army permit (9800000065). Otherwise, our comments, which were provided on December 30, 1997, remain unchanged.

Sincerely,

Paul Mizue, P.E.  
Chief, Civil Works Branch



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Paul Mizue, P.E.  
Chief  
Civil Works Branch  
U.S. Army Engineer District, Honolulu  
Department of the Army  
Fort Shafter, Hawaii 96858-5440

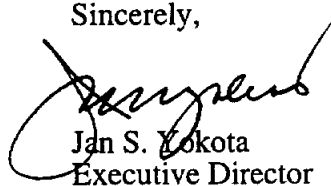
Dear Mr. Mizue:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 10, 1998 stating that the development of an aquarium as proposed in the revised Kakaako Makai Area Plan would require a Department of the Army permit for the intake and outfall structures. Your office will be consulted as plans for the aquarium progress.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

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(808) 599-2613

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hcda@gte.net

RECEIVED

MAY 08 1998

WILSON OKAMOTO & ASSOC., INC.

(P)1264.8

MAY 6 1998

✓

TO: Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
Department of Business, Economic  
Development and Tourism

ATTENTION: Ms. Susan Tamura

SUBJECT: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental  
Impact Statement (DSEIS)  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for the opportunity to review the subject DSEIS. We note your March 5, 1998 letter in response to our January 23, 1998 letter limits the number of parking stalls that will be eliminated to 40 stalls. This is particularly important as the proposed replacement parking stalls are located approximately four (4) long blocks (building door to car) away at Kauhale Kakaako.

Please include a statement in the DSEIS which will limit the number of parking stalls to be eliminated at the AAFES to forty (40) parking stalls.

If there are any questions, please have your staff contact Mr. Alan Sanborn of the Planning Branch at 586-0499.

*Gordon Matsuoka*

GORDON MATSUOKA  
Public Works Administrator

RC:jy  
c: Wilson Okamoto & Associates, Inc.  
Mr. Harold Sonomura  
Mr. Ivan Nishiki



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Gordon Matsuoka  
Public Works Administrator  
Division of Public Works  
Department of Accounting and General Services  
State of Hawaii  
P.O. Box 119  
Honolulu, Hawaii 96810

Dear Mr. Matsuoka:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 6, 1998 regarding the elimination of parking stalls at the State Office Building parking lot. Although this matter is not an SEIS issue, we confirm that, pursuant to Sub-sublease Agreement 92-10-0374 between the Hawaii Community Development Authority ("HCDA") and the Department of Accounting and General Services ("DAGS"), 40 parking stalls will be eliminated by the proposed Ward Avenue Extension Project. The agreement further states that, at the request of the Sub-sublessee DAGS, the Sub-sublessor HCDA shall make immediately available the number of parking stalls eliminated by the Ward Avenue Extension at the Kauhale Kakaako Rental Housing Project at the prevailing rates.

We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

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(808) 599-2613

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hcda@gte.net

13742

BENJAMIN J. CAYETANO  
GOVERNOR



RECEIVED

18 APR 22 AM 10 40

EARL I. ANZAI  
DIRECTOR

NEAL MIYAHIRA  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII PUBLIC EMPLOYEES HEALTH FUND  
HOUSING FINANCE AND DEVELOPMENT  
CORPORATION  
OFFICE OF THE PUBLIC DEFENDER  
PUBLIC UTILITIES COMMISSION  
RENTAL HOUSING TRUST FUND COMMISSION

STATE OF HAWAII  
DEPARTMENT OF BUDGET AND FINANCE  
P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND  
MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
INFORMATION AND COMMUNICATION  
SERVICES DIVISION

April 17, 1998

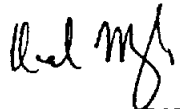
Ms. Jan S. Yokota  
Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Ms. Susan Tamura

Dear Ms. Yokota:

Thank you for the opportunity to comment on the draft supplemental environmental impact statement for the revised Kakaako Makai Area Plan. At this point in time, we have no comments.

Aloha,

  
EARL I. ANZAI  
Director of Finance



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Earl I. Anzai  
Director of Finance  
Department of Budget and Finance  
State of Hawaii  
P.O. Box 150  
Honolulu, Hawaii 96810-0151

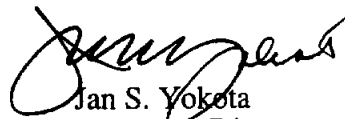
Dear Mr. Anzai:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 17, 1998 stating that the Department of Budget and Finance has no comments at this time regarding the subject Draft SEIS.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

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(808) 587-2870

Facsimile  
(808) 599-2613

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hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR



ESTHER UEDA  
EXECUTIVE OFFICER

STATE OF HAWAII  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

LAND USE COMMISSION

P.O. Box 2359  
Honolulu, HI 96804-2359  
Telephone: 808-587-3822  
Fax: 808-587-3827

April 16, 1998

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APR 20 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813  
Attention: Ms. Susan Tamura

WILSON OKAMOTO & ASSOC., INC.

Gentlemen:

Subject: Kakaako Community Development District Makai Area  
Plan - Draft Supplemental Environmental Impact  
Statement

We have reviewed the subject Draft Supplemental Environmental Impact Statement ("DSEIS") as transmitted by your letter dated March 27, 1998, and confirm that the subject area, as shown on Figure 1-3 of the DSEIS, is within the State Land Use Urban District.

We have no further comments to offer at this time.

Thank you for the opportunity to provide comments on the subject Draft Supplemental Environmental Impact Statement.

If you have any questions in regards to this matter, please feel free to contact me or Leo Asuncion of my staff at 587-3822.

Sincerely,

A handwritten signature in cursive script, appearing to read "Esther Ueda".

ESTHER UEDA  
Executive Officer

EU:th

cc: OEQC  
✓ Mr. Rodney Funakoshi



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Ms. Esther Ueda, Executive Officer  
Land Use Commission  
State of Hawaii  
P.O. Box 2359  
Honolulu, Hawaii 96804-2359

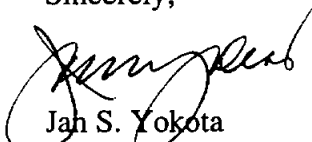
Dear Ms. Ueda:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 16, 1998 confirming that the subject area is within the State Land Use Urban District.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

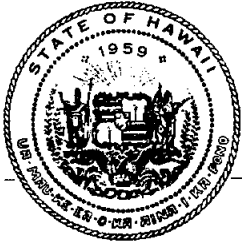
677 Ala Moana Boulevard  
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e-Mail  
hcda@gte.net





**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

BENJAMIN J. CAYETANO  
GOVERNOR  
SEIJI F. NAYA  
DIRECTOR  
BRADLEY J. MOSSMAN  
DEPUTY DIRECTOR  
RICK EGGED  
DIRECTOR, OFFICE OF PLANNING

**OFFICE OF PLANNING**

235 South Beretania Street, 6th Flr., Honolulu, Hawaii 96813  
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Tel.: (808) 587-2846  
Fax: (808) 587-2824

Ref. No. P-7354

April 13, 1998

**RECEIVED**  
APR 16 1998

**MEMORANDUM**

**TO:** Jan S. Yokota, Executive Director  
Hawaii Community Development Authority

**FROM:** Rick Egged *[Signature]*  
Director, Office of Planning

**SUBJECT:** Draft Supplemental Environmental Impact Statement for the Revised Kakaako  
Makai Area Plan

WILSON OKAMOTO & ASSOC., INC.

We do not have any comments on the draft supplemental environmental impact statement (SEIS). The revisions satisfactorily respond to our expressed concerns of February 13 and March 11, 1998, in response to the preparation notice for the SEIS.

If you have any questions, please feel free to call Howard Fujimoto of our Coastal Zone Management Program at 587-2898.

cc: ✓ Rodney Funakoshi,  
Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Rick Egged, Director  
Office of Planning  
235 South Beretania Street, 6th Floor  
Honolulu, Hawaii 96813

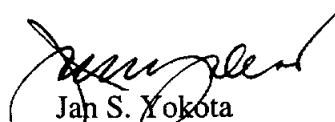
Dear Mr. Egged:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 13, 1998 stating that your concerns have been satisfactorily addressed and that the Office of Planning has no comments on the Draft SEIS.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON  
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.  
VICE DIRECTOR OF CIVIL DEFENSE



PHONE (808) 733-4300  
FAX (808) 733-4287

STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE  
3949 DIAMOND HEAD ROAD  
HONOLULU, HAWAII 96816-4495

April 20, 1998

RECEIVED  
APR 23 1998

WILSON OKAMOTO & ASSOC., INC.

TO: Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

ATTN: Ms. Susan Tamura

FROM: Roy C. Price, Sr.  
Vice Director of Civil Defense

SUBJECT: DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT (SEIS), KAKAOKO  
MAKAI AREA PLAN, HONOLULU, OAHU, HAWAII

We appreciate the opportunity to comment on the subject document,  
Tax Map Key: 2-1-15: 58, 59 and 60.

While we do not have any negative comments specifically directed at this SEIS, State Civil Defense (SCD) requests that the project include one (1) 121Db omnidirectional, solar-powered siren be installed into one of the public areas at the "Ewa" end of the development as annotated in red on the enclosed copy of Figure 1-2. SCD also has an existing siren (annotated in blue) located at the intersection of Ward Avenue and Ala Moana Blvd. that may need to be relocated dependent upon changes in the area. If this becomes necessary, SCD requests that the existing siren be replaced and upgraded to a 121Db omni-directional, solar-powered siren and placed back into the general area.

Since portions of the district are in the 100-year floodplain, recommend that the Department of Land and Natural Resources (Land Division) review the plan to determine impact, if any, of development in the floodplain.

Our SCD planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Norman Ogasawara of my staff at 733-4300.

We appreciate your consideration and expression of interest on this matter.

Enc.

c: Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826  
Attn: Mr. Rodney Funakoshi

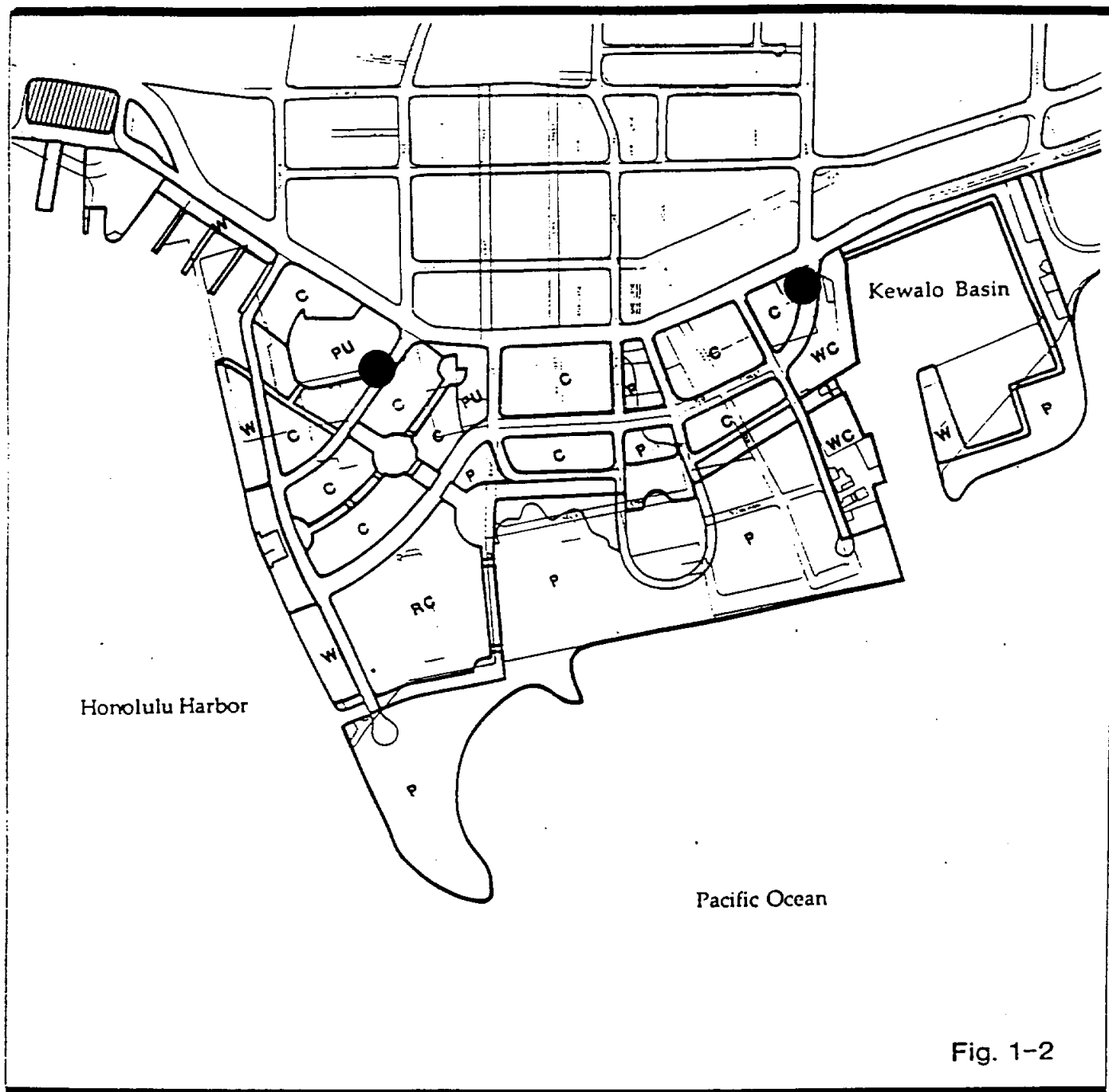
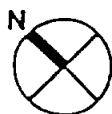
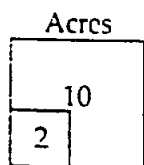



Fig. 1-2



Legend

- P Park
- PU Public
- C Commercial
- W Waterfront Service

- WC Waterfront Commercial
- RC Recreational Commercial
-  Aloha Tower Special District

1990 Makai Area Plan



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Roy C. Price, Sr.  
Vice Director of Civil Defense  
Department of Defense  
State of Hawaii  
3949 Diamond Head Road  
Honolulu, Hawaii 96816-4495

Dear Mr. Price:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 20, 1998 stating that the Department of Defense does not have any negative comments regarding the subject Draft SEIS.

With regard to your request for an additional 121Db omnidirectional, solar-powered siren and the possible relocation of the existing siren at Ward Avenue, please be assured that during the design development phase of the project, we will work with your department regarding the accommodation and relocation of sirens in the Makai Area. In addition, a copy of the subject Draft SEIS has been provided to the State Department of Land and Natural Resources, Land Division, for review.

We appreciate your interest and participation in the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
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(808) 599-2613

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hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR



HERMAN M. AIZAWA, Ph.D.  
SUPERINTENDENT

STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2380  
HONOLULU, HAWAII 96804

OFFICE OF THE SUPERINTENDENT

April 15, 1998

RECEIVED  
APR 20 1998

WILSON OKAMOTO & ASSOC., INC.

MEMO TO: Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority, DBEDT

A T T N: Ms. Susan Tamura

F R O M: Herman M. Aizawa, Ph.D., Superintendent  
Department of Education

SUBJECT: Revised Kakaako Makai Area Plan

The Department of Education has no comment on the Makai Area Plan Draft Supplemental Environmental Impact Statement.

Thank you for the opportunity to respond.

HMA:SB:hy

cc: A. Suga, OBS  
R. Funakoshi, Wilson Okamoto & Assc., Inc. ✓



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



**KAKA'AKO**  
Where Honolulu Greets The Sea.

Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Dr. Herman M. Aizawa, Superintendent  
State of Hawaii  
Department of Education  
P.O. Box 2360  
Honolulu, Hawaii 96804

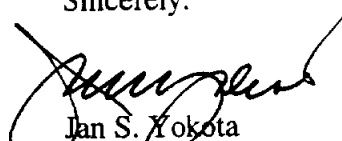
Dear Dr. Aizawa:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 15, 1998 stating that the Department of Education has no comments on the subject Draft SEIS.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR  
STATE OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS  
P. O. BOX 1879  
HONOLULU, HAWAII 96805

RECEIVED 13611  
6FS 3.33  
1998 APR 7 AM 10:31  
KALI WATSON  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
HAWAIIAN COMMUNITY  
DEVELOPMENT  
AUTHORITY  
JOE M. K. M. YAMAGUCHI  
DEPUTY TO THE CHAIRMAN

April 3, 1998

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attn: Susan Tamura

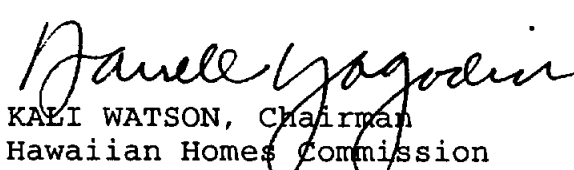
Dear Ms. Yokota:

Subject: Revised Kakaako Makai Area Plan  
Draft Environmental Impact Statement  
TMK 2-1-15:58, 59 & 60, Honolulu, Oahu  
Dated March, 1998

Thank you for the opportunity to review the subject application.  
The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas at  
586-3836.

Aloha,

*for*  
  
KALI WATSON, Chairman  
Hawaiian Homes Commission





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Kali Watson, Chairman  
Department of Hawaiian Home Lands  
State of Hawaii  
P.O. Box 1879  
Honolulu, Hawaii 96805

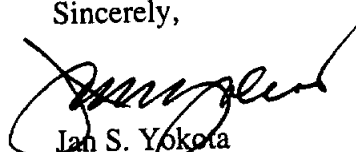
Dear Mr. Watson:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 3, 1998 stating that the Department of Hawaiian Home Lands has no comments to offer regarding the subject Draft SEIS.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
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hcda@gte.net

BENJAMIN J. CAYETANO  
GOVERNOR



GARY GILL  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4186

RECEIVED  
MAY 27 1998

May 26, 1998

WILSON OKAMOTO & ASSOC., INC.

Jan Yokota  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, #1001  
Honolulu, HI 96813

Attn: Susan Tamura

Dear Ms. Yokota:

Subject: Draft Environmental Impact Statement (EIS) for the Revised Supplemental Kakaako Makai Area Plan; TMK 2-1-15, 58, 59, 60

Please include the following in the final EIS:

1. Summary section: A brief discussion of unresolved issues needs to be included in this section.
2. Aquarium: Section 3.2.8 (*Water Quality*) notes that impacts and mitigation measures resulting from the development of the aquarium will be given as plans are undertaken. In the final EIS include a full discussion of impacts and mitigation measures. If not given, indicate when a separate EIS will be prepared to comply with the disclosure requirement of HRS Chapter 343.
3. Visual impacts: The DEIS identifies visual resources (p. 3-16) and describes mitigation measures to reduce development impacts on public views. Include drawings or diagrams that represent the maximum building envelope of the proposed structures and any proposed landscaping that show the final appearance of the project. Identify public viewpoints of the project site from which visual impacts may occur, especially of mauka and makai viewplanes. If possible, show these impacts by superimposing a rendering of the proposed development onto photographs taken from public vantage points.

Jan Yokota  
May 26, 1998  
Page 2

4. DEIS document preparers: A list of all persons, firms or agency staff preparing the statement or supporting studies is required.
5. Title/signature page: A statement is required by the signer indicating that the document was prepared under the signatory's direction.

In the EIS Preparation Notice we asked for but did not receive answers to the following questions. Please address these issues in the Final EIS.

6. Permits and approvals: In addition to the list of permits and approvals given in Section 4.5, the status of each is required.
7. Funding: The total project cost is not given. The environmental impact statement rules require all state or county funds involved to be disclosed, including any federal funds flowing through the state or county.
8. Timeframe: What are the anticipated start and end dates of this project?

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,



GARY GILL  
Director

c: Rodney Funakoshi, Wilson Okamoto



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Gary Gill, Director  
Office of Environmental Quality Control  
State of Hawaii  
235 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Dear Mr. Gill:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS. As requested in your letter, the Final SEIS will include a discussion of unresolved issues in the Summary section, a list of preparers, a statement indicating that the SEIS was prepared under the signatory's direction on the signature page, the status of permits and approvals, and information on project funding.

Further assessment of water quality impacts and mitigation measures for the proposed aquarium will be undertaken as plans are developed. At the present time, the proposed aquarium/research facility is still in the concept development stage and programming details have not yet been developed. The facility's impact on water quality will be assessed in a separate EIS when plans are further refined.

Regarding visual impacts, an urban design study was done prior to the preparation of the 1994 SEIS. This urban design study assessed building envelopes and open spaces with various diagrams, including the perspective drawing as shown on the attached cover for the 1994 Draft SEIS. The current plan revisions have reduced building heights while maintaining the major landscaped open spaces. Since the visual impacts are less than under the previously accepted SEIS, a visual assessment using illustrations was not provided. As discussed in page 3-18 of the Draft SEIS, view planes will be preserved by prescribing gradually descending building heights and creating open space corridors such as the Kakaako Makai Gateway Park.

Regarding the anticipated start and end dates for the project, some of the components of the plan, such as the Kakaako Gateway Park, Kakaako Waterfront Park and Children's Discovery Center, are currently under development. As a planning and zoning document, the Makai Area Plan provides a framework for development for the next 30 years and beyond.

We appreciate your interest and participation in the environmental review process.

Sincerely,

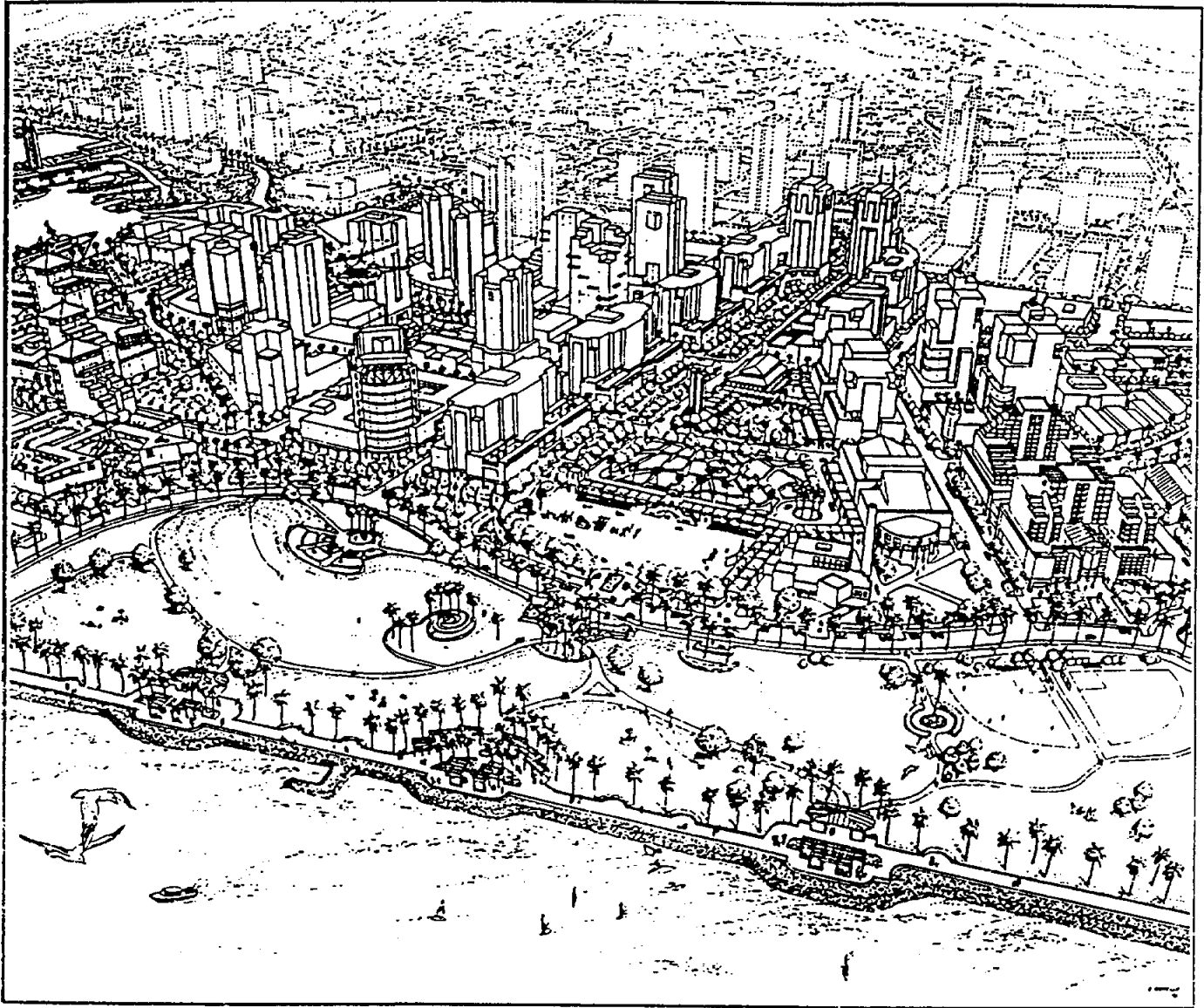
Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

REVISÉD KAKAAKO  
MAKAI AREA PLAN



SUPPLEMENTED 133  
FINAL E1



DRAFT SUPPLEMENTAL  
ENVIRONMENTAL IMPACT STATEMENT

Prepared for :

HAWAII COMMUNITY DEVELOPMENT AUTHORITY

Prepared by :

Wilson Okamoto & Associates, Inc.



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
P.O. BOX 621  
HONOLULU, HAWAII 96809

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1988 APR 23 AM 10 11

HAWAII COMMUNITY  
DEVELOPMENT  
AUTHORITY

13750  
GF 3.25.5  
ADULT CULTURE DEVELOPMENT  
PROGRAM  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND DIVISION  
STATE PARKS  
WATER RESOURCE MANAGEMENT

REF LD JGD

APR 22 1988

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

Subject: Request For Comments on the Revised Kakaako Makai  
Area Plan Draft Supplemental Environmental Impact  
Statement, Kaakaukukui and Kakaako, Honolulu,  
Oahu, TMK: 1st/ 2-1-15, 58, 59 and 60

The Oahu District Office of the Land Division has no objections to the subject Revised Draft Supplemental Environmental Impact Statement. We are not against removing the residential component in the Makai Area as we agree that the residential use would conflict with the active waterfront environment which is being proposed in the plan for the Makai Area.

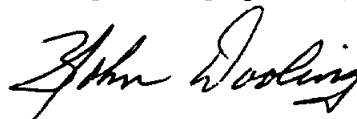
Additionally, we are not against eliminating the proposed roadway couplets of the former plan as under the couplet proposal, four lanes would have been required along Ilalo Street at a minimum speed of 35 miles per hour to attain an acceptable level of service. We favor the 200 feet height limit in the development and a gradual decrease to 45 feet along the waterfront. We also agree with the Department of Business, Economic Development and Tourism's stance that the Makai area is not favorable for hotel use and that hotel use is being removed from the Kakaako Makai Area Plan.

We do note that the vast majority of the lands of the Makai Area Plan, which are makai of Ala Moana Boulevard are filled in former reef lands, and were acquired by the Monarchy and Territory of Hawaii from Bishop Estate and the United States of America. These lands are known as Kaakaukukui, as apart from Kakaako, and you may consider referencing these filled in reef lands as Kaakaukukui.

Additionally, we require that all required Federal, State and County permits be obtained prior to the commencement of any construction work.

Should you have any questions, you may contact us at 587-0433.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John Dooling".

John Dooling  
Oahu Land Agent

cc: Mr. Matsumoto *MS*



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. John Dooling  
Oahu Land Agent  
Land Division  
Department of Land and Natural Resources  
State of Hawaii  
P.O. Box 621  
Honolulu, Hawaii 96809

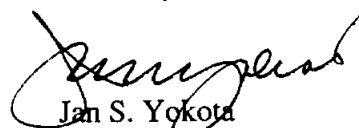
Dear Mr. Dooling:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 22, 1998 stating that the Oahu District Office of the Land Division has no objections to the subject Draft SEIS. As requested in your letter, the "Geology, Topography and Soils" section of the Final SEIS will be amended to note that the filled-in former reef lands in the Kakaako Makai Area are known as Kaakaukukui. In addition, as required by your office, all Federal, State, and City and County of Honolulu permits will be obtained as needed prior to commencement of any construction.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

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Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net



BENJAMIN J. CAYRE  
GOVERNOR OF HAWAII

RECEIVED  
MAY 04 1998

WILSON OKAMOTO & ASSOC., INC.



MICHAEL D. WILSON, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT  
PROGRAM

AQUATIC RESOURCES  
CONSERVATION AND

RESOURCES ENFORCEMENT  
CONVEYANCES

FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION

DIVISION

LAND DIVISION

STATE PARKS

WATER AND LAND DEVELOPMENT

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

April 20, 1998

STATE HISTORIC PRESERVATION DIVISION  
33 SOUTH KING STREET, 6TH FLOOR  
HONOLULU, HAWAII 96813

Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

LOG NO: 21314 ✓  
DOC NO: 9804EJ10

Dear Ms. Yokota:

SUBJECT: Chapter 6E-8 Historic Preservation Review of a Draft Supplemental  
Environmental Impact Statement (EIS): Revised Kakaako Makai Area Plan  
Kakaako, Kona, O'ahu  
TMK: 2-1-15, 58-60

The Draft Supplemental EIS includes our comments regarding the revised Kakaako Makai Area Plan. Our comments, that we believe that the development of the area will have "no effect" on subsurface cultural deposits and "no adverse effect" on the historic buildings, are included in Section 11.

If you have any questions please call Elaine Jourdane at 587-0014.

Aloha,

A handwritten signature in black ink, appearing to read "Don Hibbard", written over a horizontal line.

Don Hibbard, Administrator  
Historic Preservation Division

EJ:jk

c: Rodney Funakoshi, Wilson Okamoto & Associates, Inc., 1907 S. Beretania St.,  
Hon. 96826



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Don Hibbard, Administrator  
Historic Preservation Division  
Department of Land and Natural Resources  
State of Hawaii  
33 South King Street, 6th Floor  
Honolulu, Hawaii 96813

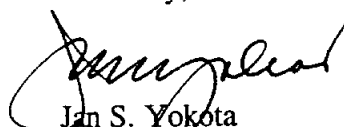
Dear Mr. Hibbard:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 20, 1998 confirming your previous comments that the proposed developments in the Makai Area will have "no effect" on subsurface cultural deposits and "no adverse effect" on the historic buildings.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net



## University of Hawai'i at Mānoa

**Environmental Center**  
A Unit of Water Resources Research Center  
Crawford 817 • 2550 Campus Road • Honolulu, Hawai'i 96822  
Telephone: (808) 956-7361 • Facsimile: (808) 956-3980

May 26, 1998

RE:0687

Jan Yokota  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Mr. Yokota:

**Draft Supplemental Environmental Impact Statement**  
**Kakaako Makai Area Plan**  
**Kakaako, Oahu**

The Hawaii community Development Authority proposes to revise its Kakaako Makai Area Plan. Major revisions to the previous plan prepared in 1994 include: 1) eliminating the residential component; 2) deleting the proposed one-way traffic system and designating Ilalo Street as the main collector street in the Makai Area; 3) canceling the beach park expansion; 4) building a world class aquarium; and 5) various urban design changes including reducing the maximum building height from 300 feet to 200 feet.

We reviewed this draft Environmental Assessment (EA) with the assistance of Jon Matsuoka, Social Work; Sherwood Maynard, Marine Option Program; and Victoria Cullins of the Environmental Center.

The Environmental Center believes that the Kakaako Makai Area has the potential to help revitalize Hawaii's economy as an attraction that highlights Hawaii and its role in Oceania. This may be accomplished by amenities and settings that leave those visiting with a feeling that they have truly come away with a unique Hawaiian experience.

Jan Yokota  
May 26, 1998  
Page 2

### Socioeconomic Environment

Our reviewers found the socioeconomic section to be narrow in scope. Further discussion is needed on the items identified below as well as investigation of other potential uses. For example, development of marine related projects for youth residing in the area was not addressed in the document, although it has been previously discussed.

What are the commonalities between the Kakaako Plan and the economic cost or benefits of related waterfront projects? How will commercial projects fare in the face of declining economies and Eastbound travel? Our reviewers suggest that the success of the Makai Area may be dependent on community involvement. Examples of how this has progressed successfully in other communities can be found in the revitalization of Chattanooga, Tennessee. Here a successful partnership of government and private entities, and a strong community vision were able to rejuvenate a dying tourist town. An article describing this is found in the May 22, 1998, Honolulu Advertiser. Members of the Sustainable Oahu Initiative and the Oahu Economic Development task forces are currently pursuing further knowledge of facilitating these particular partnerships.

Our reviewers realize this is a programmatic document. As further documents are prepared under the requirements of Chapter 343 HRS, the details of the relocation process and how the objectives will be implemented or monitored will need to be discussed in depth.

### Traffic

Our reviewers perceive the single greatest environmental impact will be from traffic and parking. The capacity of the Makai Area should be identified along with the maximum number of people projected to be present at one time. For instance, Family Sunday at Bishop Museum attracts upwards of 15,000 people. A grand opening of an aquarium or other similar attraction may draw an even larger crowd. It will be difficult to comment on future impact effects without this type of information.

Our reviewers commented that parking facilities should not be present in the Makai Area. The ocean view plane in particular should not be compromised by parked cars. Other innovative modes of transportation should be considered at this time, such as the use of water taxis from the Makai Area to the Hawaii Convention Center.

### Ocean Research Center and World Class Aquarium

Our reviewers concur that there is great potential in the combination of the Ocean Research Center and the World Class Aquarium. Currently, the Waikiki Aquarium consistently receives high visitor ratings. The areas in which visitors feel the aquarium

Jan Yokota  
May 26, 1998  
Page 3

excels are related to the Hawaiian theme and exhibits, and it shares the characteristics of a high-quality existence with a non-commercial focus. This ambiance should be duplicated within the Makai Area aquarium.

The Aquarium and Ocean Research Center could be designed in a manner to benefit other agencies, and perhaps draw in funds from these sources. The National Marine Fisheries Service needs additional marine holding facilities. The Kewalo Basin Marine Laboratory requires a new location. The Waikiki Aquarium also needs larger facilities. Planning that includes all these factors could save time, expense, and permitting problems.

Another theme that our reviewers would like to see incorporated is that of a Conservation Center. With Hawaii having the nation's highest number of endangered species, as well as the greatest state tally of extinctions, a Conservation Center is ideal. The Center could highlight not only the organisms themselves, but the people, private groups, and government agencies that are energetically working to save Hawaii's rain forests, other native ecosystems, and the plants and animals that survive only there.

If marine mammals are to be introduced at the ocean research/aquarium, the use of ozone is the preferred method of treatment to kill bacteria.

Our reviewers felt the Fish Auction could be a complementary visitor draw, rather than moving it to Honolulu Harbor.

The document does not adequately address impacts or mitigation to the marine environment from improved drainage systems (possible increased pollution).

Our reviewers are confident that incorporation of the above suggestions would be highly beneficial to the viability of the overall Makai Area Plan.

Sincerely,



John T. Harrison  
Environmental Coordinator

c: OEQC C/O Governor Cayetano  
Mike Wilson  
Roger Fujioka  
Sherwood Maynard  
Jon Matsuoka  
Victoria Cullins



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

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Executive Director

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hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. John T. Harrison  
Environmental Coordinator  
University of Hawaii Environmental Center  
2550 Campus Road  
Honolulu, Hawaii 96822

Dear Mr. Harrison:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS.

In your letter, you ask "What are the commonalties between the Kakaako Plan and the economic cost or benefits of related waterfront projects?" The plan that guides commercial development along Oahu's waterfront is the Oahu Commercial Harbors 2020 Master Plan ("Harbors 2020 Master Plan") prepared in 1997. The plan provides a general long-range guide for commercial harbor development using current economic indicators and anticipated future trends. As discussed on page 4-18 of the Draft SEIS, the proposed Makai Area Plan generally conforms with the Harbors 2020 Master Plan.

Your letter also asks, "How will commercial projects fare in the face of declining economies and Eastbound travel?" Under the proposed Makai Area Plan, parcels which had been proposed to be zoned "Mixed-Use" will now be zoned "Commercial". This change was made to give the Hawaii Community Development Authority ("HCDA") greater flexibility in responding to changing market conditions. The current downturn of many Asian economies and corresponding decline in eastbound visitor arrivals highlights the need to diversify our State's economy. HCDA recognizes that the Makai Area's favorable location and proposed amenities have the potential to draw new businesses and industries to Hawaii. By creating an attractive environment and providing the necessary infrastructure, HCDA hopes to create an atmosphere that will attract new businesses to the Makai Area.

As noted in your letter, traffic will have a significant impact in the Makai Area. Section 3.4.1, Transportation System, provides a detailed summary of existing and projected traffic conditions in the Makai Area. A goal of the Makai Area Plan is to reduce dependence on automobiles by creating a pedestrian-friendly environment and by incorporating alternative modes of transportation such as bicycle facilities, a possible shuttle service, and provisions for rail transit.

Mr. John T. Harrison  
Page Two  
June 22, 1998

However, since parking for commercial uses will be needed, it is proposed that parking facilities be limited, whenever possible, to central parking structures within the area.

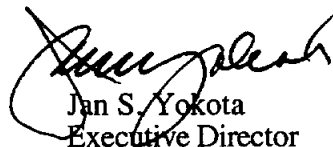
As requested in your letter, planning for the proposed aquarium and research facility will be coordinated with other related parties including the Kewalo Basin Marine Mammal Laboratory, Waikiki Aquarium, and the National Marine Fisheries Service. The following sentence will be added to Section 2.2 of the Final SEIS: "Planning for the aquarium will be conducted in coordination with the Waikiki Aquarium and other marine science-related institutions such as the National Marine Fisheries Service and the Kewalo Basin Marine Mammal Laboratory." A feasibility study is currently underway to determine the program and mix of uses which could be incorporated in the proposed aquarium facility. We will share your comments and suggestions with the preparers of this study. Your additional comment that the use of ozone is the preferred method to kill bacteria will be considered during the design of the aquarium.

With respect to the Fish Auction being a complementary visitor draw in the Makai Area, the Harbors 2020 Master Plan specifies that this facility shall be relocated to Pier 36 in Honolulu Harbor. The proposed Makai Area Rules will, however, allow fish and seafood wholesaling and retailing uses within the Waterfront Commercial zone at Kewalo Basin.

Finally, with respect to the long-term impact of the improved drainage system on the marine environment, we believe that, by reducing the amount of paved area in the Makai Area, the amount of stormwater runoff will decrease, thereby improving coastal water quality. Under the proposed Makai Area Plan, a significant increase in landscaped area is envisioned, including the Kakaako Waterfront Park, Kakaako Gateway Park, a landscaped setback of 15 feet for all properties, and a 20% open space requirement for all developments.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU  
630 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96843  
PHONE (808) 527-6180  
FAX (808) 533-2714



May 26, 1998

JEREMY HARRIS, Mayor **COPY**

WALTER O. WATSON, JR., Chairman  
EDDIE FLORES, JR.  
KAZU HAYASHIDA  
JAN M. L. Y. AMI  
FORREST C. MURPHY  
JONATHAN K. SHIMADA, PhD  
BARBARA KIM STANTON

BROOKS H. M. YUEN, Acting  
Manager and Chief Engineer

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Susan Tamura

Gentlemen:

Subject: Your Transmittal of March 27, 1998 of the Supplemental Draft  
Environmental Impact Statement for the Revised Kakaako Makai Area  
Plan, Kakaako, Oahu, TMK: 2-1-15, 58, 59, 60

**RECEIVED**  
MAY 28 1998

WILSON OKAMOTO & ASSOC., INC.

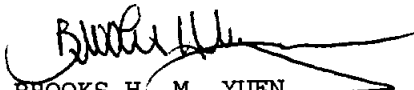
Thank you for the opportunity to review the revisions to the Kakaako Makai Area Plan.

We have the following comments to offer:

1. The proposed development conforms to the Kakaako Makai Area Water Master Plan which is currently under review. We do not anticipate any major changes to the master plan.
2. Developers of parcels owned by the State or Bishop Estate will be required to obtain a water allocation for source from the aforementioned landowners. They will also be required to pay our Water System Facilities Charges for storage and transmission. Developers of all other parcels will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.
3. We note that the joint State and Board of Water Supply desalination plant site feasibility study is not completed to date and we have not discounted a future plant site within the Honolulu waterfront area.
4. Our previous comments of January 26, 1998 have been addressed and are included in the document.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

  
BROOKS H. M. YUEN  
Acting Manager and Chief Engineer

cc: Wilson Okamoto & Associates, Inc.





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Brooks H.M. Yuen  
Acting Manager and Chief Engineer  
Board of Water Supply  
City and County of Honolulu  
630 South Beretania Street  
Honolulu, Hawaii 96813

Dear Mr. Yuen:

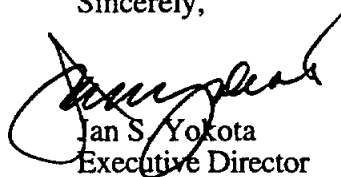
Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 indicating that the proposed Makai Area Plan conforms to the Kakaako Makai Area Water Master Plan and that your comments of January 26, 1998 have been addressed and incorporated into the Draft SEIS.

We acknowledge your requirement that developers of parcels owned by the State or Bishop Estate will be required to obtain a water allocation for source from the respective landowner and that they will be required to pay Water System Facilities Charges. This information will be added to the fourth paragraph of Section 3.4.2 titled "Water System" of the Final SEIS. We will also note in the Final SEIS that the desalination plant site feasibility study has not been completed and a future plant site remains a possibility for the Honolulu waterfront area.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

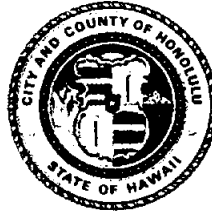
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hcda@gte.net

BUILDING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

RECEIVED  
'98 MAY 27 AM 10 10

HAWAII COMMUNITY  
DEVELOPMENT  
AUTHORITY  
RANDALL K. FUJIKI  
DIRECTOR AND BUILDING SUPERINTENDENT  
ISIDRO M. BAQUILAR  
DEPUTY DIRECTOR AND BUILDING SUPERINTENDENT

PB 98-306

May 26, 1998

Ms. Jan Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Yokota:

Subject: Draft Supplemental Environmental Impact Statement  
for the Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii

This is in reference to the Draft Supplemental Environmental Impact Statement for the Kakaako Makai Area Plan.

Please note that our attached January 20, 1998 letter to your office expressed our concern regarding statements in the Supplemental EIS Preparation Notice about the anticipated early availability of the area presently occupied by the City's base yards.

We have subsequently provided your office (reference attached letter of April 30, 1998) a Proposed General Plan (and schedule) for relocation of the City's Kewalo Corporation Yard facilities.

We wish to emphasize that whatever action is taken, the schedule for relocation of the City's Kewalo Corporation Yard needs to be respected to avoid shutting down City base yard operations, refuse collection and the delivery of other essential City services by the Departments

Ms. Jan Yokota, Executive Director

Page 2

May 26, 1998

of Public Works, Transportation Services and Wastewater Management. We continue our commitment to work with HCDA in the development of Kakaako and the City's plan and schedule for relocation.

If there should be any questions regarding our reply, please give me a call at 523-4564.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Randall K. Fujiki', written over a circular stamp or seal.

RANDALL K. FUJIKI

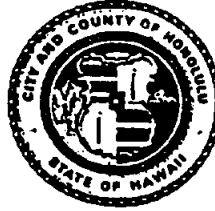
Director and Building Superintendent

Attach.

12768  
RECEIVED  
JAN 21 1998

BUILDING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



JEREMY HARRIS  
MAYOR

RANDALL K. FUJIKI  
DIRECTOR AND BUILDING SUPERINTENDENT  
ISIDRO M. SAQUILAR  
DEPUTY DIRECTOR AND BUILDING SUPERINTENDENT

PB 98-34

January 20, 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Susan Tamura

Gentlemen:

Subject: Supplemental Environmental Impact Statement  
Preparation Notice - Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15, 58, 59 and 60  
Kakaako, Oahu, Hawaii

This is in response to the Supplemental Environmental Impact Statement Preparation Notice dated December 1997 which we received. Thank you for taking the time to solicit our comments.

We have specific comments concerning Paragraph 3 of Section 3.2.2 Displacement. The paragraph incorrectly states that the City and County Corporation Base Yards have been or will soon be relocated to areas outside of the Kakaako District. Replacement facilities must be built before the base yards can be relocated to prevent disruption to vital City services in the Honolulu District. The land acquisition and the construction process will not be completed in the short term as implied by the paragraph. However, we are expediting the process as much as possible.

Thank you for the opportunity to comment on this notice.

Should there be any questions, please contact Clifford Lau at 527-6373.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Randall K. Fujiki".

RANDALL K. FUJIKI  
Director and Building Superintendent

cc: Wilson Okamoto & Assoc., Inc.  
Rodney Funakoshi

PB 98-266

April 30, 1998

Ms. Jan Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Yokota:

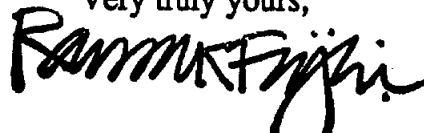
Subject: Honolulu Corporation Yard

We have completed final adjustments to the plan for the relocation of the City's Kewalo Corporation Yard facilities. Attached is a copy of the plan.

Please note that the successful implementation of the plan anticipates securing the use of State lands and the procurement of private land. We request your assistance in obtaining the use of State lands necessary for the implementation of our plan. We have begun the process for obtaining the necessary private land.

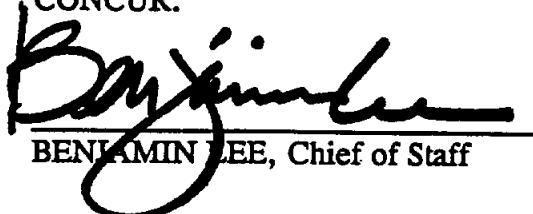
If there are any questions before then, please give me a call at 523-4564.

Very truly yours,



RANDALL K. FUIJKI  
Director and Building Superintendent

CONCUR:



BENJAMIN LEE, Chief of Staff

CL:li  
Attach.

Building Dept.  
File

**HONOLULU CORPORATION YARD RELOCATION**  
**PROPOSED GENERAL PLAN**

Based on State allowing portions of Kewalo Corporation Yards to remain over the next 4 years.

**SHORT TERM (September 1997 - April 1998)**

Objective: Clear DPW stockpile site and clean up area immediately around the Children's Discovery Center (Area A)

Requirements

1. Relocate surplus DPW equipment currently parked in AES/Roads/Refuse Corp Yard Site to Manana pending surplus equipment disposal. This will free up area in that yard. (COMPLETED)
2. Relocate nonessential portion of DPW stockpiled materials to rural corporation yards (i.e. boulders, etc.). (COMPLETED)
3. Construct temporary stockpile bins within existing AES/Roads/Refuse Corp Yard Site for essential materials (i.e. sand, aggregate, etc.). (COMPLETED)
4. Relocate DPW trailers parked in DPW stockpile site to AES/Roads/Refuse Corp Yard Site. Trailers used infrequently to be relocated to Manana for temporary storage. (COMPLETED)
5. Cleanup of DPW stockpile site, regrading and general cleanup of immediate area around Children's Discovery Center. (COMPLETED)
6. Relocate AES heavy vehicle maintenance operations from Kewalo to temporary site in two existing Manana warehouses. This relocation requires electrical upgrades be made to buildings. Anticipated minimum setup time 3 to 4 months. This will free up additional space in existing AES/Roads/Refuse Corp Yard site to facilitate elimination of existing stockpile site. (HAS STARTED BUT REQUIRES FUNDS TO COMPLETE ELECTRICAL AND BUILDING MODIFICATIONS)

SHORT TERM (September 1997 - September 1998)

Objective: Clear corner of DPW Corporation Yard for the first phase of the Ward Avenue Extension Project (Area B)

Requirements

1. Procure and install modular trailers with meeting room, restroom and locker room facilities to replace AES facilities to be demolished for the first phase of the State project to extend Ward Avenue.

SHORT TERM (September 1997 - July 1999)

Objective: Clear entire DPW Corporation Yard and portion of DTS Corporation Yard fronting Ahui Street for second phase of Ward Avenue Extension Project and State redevelopment plan for site (Area C)

Requirements

DTS

1. Construct temporary corporation yard for DTS at Manana utilizing existing warehouse and modular office/restroom/locker room trailers.
2. Relocate DTS Corporation Yard to temporary Manana facility. Relocate 4 street coning crews and vehicles to as yet undetermined site in Honolulu District (one possible site old Fire Department Maintenance Shop).

DPW Engineering

1. Relocate DPW Testing Lab and Field Survey Group to old Fire Department Maintenance Shop building. DPW to utilize existing building.

DPW AES

1. Renovation of existing DTS Kewalo Corporation yard facilities for temporary AES corporation yard.
2. Relocation of AES to temporary corporation yard on neighboring site.
3. Begin cleanup and remediation of any hazardous materials in the Public Works Corporation yard facilities. Final completion to be after Refuse and Roads areas are vacated.

LONG TERM (Completion by end of 2001)

Objective: Clear all remaining Kewalo corporation yard facilities to return land to State (Area D)

Requirements

DPW Refuse & Roads (Area D)

1. Construct permanent corporation yard facilities at the site of the planned Halawa Corporation Yard. This requires Refuse & Roads to remain at Kewalo beyond July 1, 1999. Also, the permanent facilities to accommodate these two divisions would need to be constructed on the parcel adjoining to the existing Halawa Bus facility. Also, construct permanent facilities for the automated collection trucks on State land adjoining the Keehi Transfer Station. Securing of the State lands would need to be by early 1999. Securing of the Halawa land would need to be by July 1, 1998 or earlier.
2. Relocation of Refuse and Roads to permanent corporation yard facilities.

WWM (Area E)

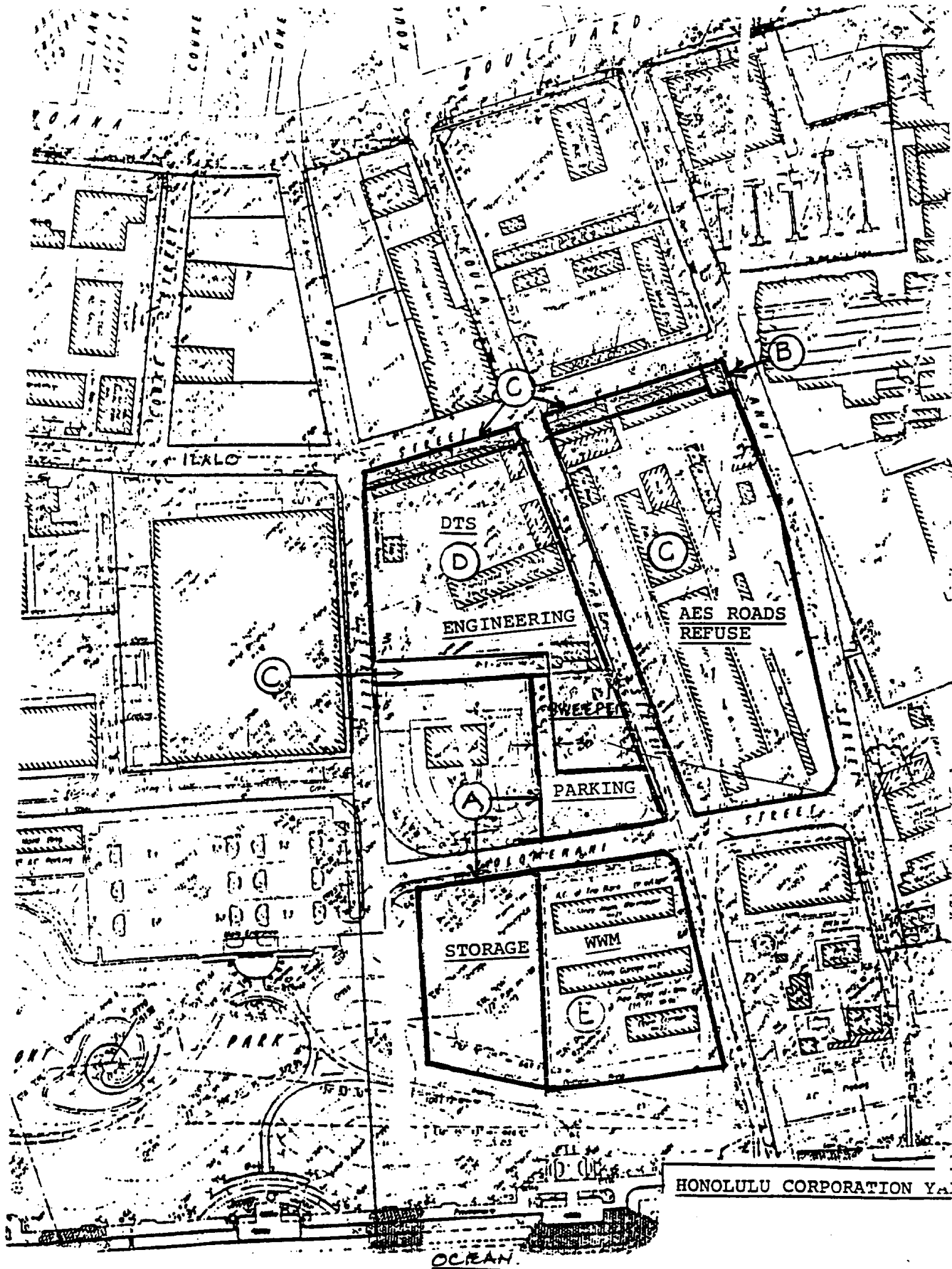
1. Construct temporary corporation yard facilities on the secondary treatment site in the existing Sand Island Treatment Plant. Modular trailers to be used for offices, meeting rooms, locker rooms, and restrooms. Minimal open covers parking sheds and secured storage to be constructed for short term use.
2. Cleanup and remediation of any hazardous materials in the existing corporation yard facilities.
3. Procure permanent site adjoining existing Sand Island Treatment Plant (portion of original Sand Island Honolulu Corporation Yard). This requires Executive Order from the State for land.
4. Construct permanent WWM Corporation Yard at Sand Island.
5. Relocate WWM from temporary site to permanent facility at Sand Island.



(

AES (Area D)

1. Renovate Halawa Bus facility for AES operations.
2. Relocate AES from temporary corporation yard to permanent facilities at Halawa.
3. Cleanup and remediation of any hazardous materials in the existing corporation yard facilities.



HONOLULU CORPORATION Y.

OCEAN



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Randall K. Fujiki  
Director and Building Superintendent  
Building Department  
City and County of Honolulu  
650 South King Street  
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

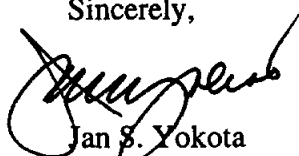
Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS.

We appreciate your submittal of a relocation schedule and we will continue to work with you on the relocation of the City's Corporation Yard facilities from the Makai Area. As you are aware, the timely relocation from the Makai Area is essential in maintaining the schedule for the Authority's planned infrastructure and commercial development activities.

Your commitment to the redevelopment of the Makai Area is greatly appreciated. Thank you for your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
Suite 1001  
Honolulu, Hawaii  
96813

Telephone  
(808) 587-2870

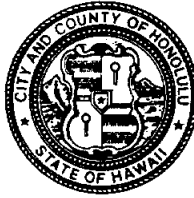
Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 5TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4427 • FAX: (808) 527-5498

JEREMY HARRIS  
MAYOR



ROBERT AGRES JR.  
DIRECTOR

DARWIN J. HAMAMOTO  
DEPUTY DIRECTOR

April 15, 1998

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

**RECEIVED**  
APR 16 1998  
WILSON OKAMOTO & ASSOC., INC.

Dear Ms. Yokota:

Subject: Draft Supplemental Environmental Impact Statement (SEIS)  
Revised Kakaako Makai Area Plan  
Tax Map Keys: 2-1-15: 58, 59 and 60  
Kakaako, Oahu, Hawaii

This is in response to your letter dated March 27, 1998 regarding the subject Draft Supplemental Environmental Impact Statement for the revisions to the Kakaako Makai Area Plan.

The proposed revisions will have no impact on any existing or planned DHCD project or program, and we have no objections to the proposed revisions but do continue to feel that residential use should be incorporated into the plan as originally proposed in 1994. This would allow the State and developers greater flexibility in planning should there be future demands for housing in the urban core.

Thank you again for the opportunity to review and comment on this matter. Should you have any questions, please contact Gail Kaito at 527-5780.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Agres, Jr.", is written over a horizontal line.

ROBERT AGRES, JR.  
Director

✓cc: Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Robert Agres, Jr., Director  
Department of Housing and Community Development  
City and County of Honolulu  
650 South King Street, 5th Floor  
Honolulu, Hawaii 96813

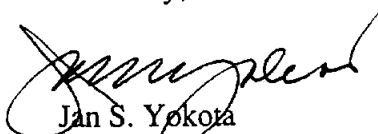
Dear Mr. Agres:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 15, 1998 stating that the proposed revisions will have no impact on your existing or planned projects or programs and that the Department of Housing and Community Development has no objections to the proposed revisions. As discussed in the Draft SEIS, residential use was deleted from the plan due to concerns regarding its compatibility with other proposed land uses in the Kakaako Makai area.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

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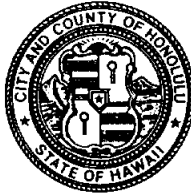
RUF

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4414 • FAX: (808) 527-6743

JEREMY HARRIS  
MAYOR

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JUN 01 1998



JAN NAOE SULLIVAN  
DIRECTOR

LORETTA K.C. CHEE  
DEPUTY DIRECTOR

98-02351(ST)

'98 EA Comments Zone 2

WILSON OKAMOTO & ASSOC. INC. May 29, 1998

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Draft Supplemental Environmental Impact Statement (DSEIS)  
Revised Kakaako Makai Area Plan, Honolulu, Oahu  
Tax Map Keys: 2-1-15; 58; 59; 60

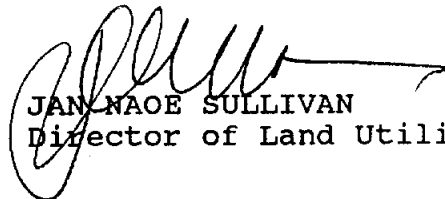
We have reviewed the DSEIS for the above-referenced Plan transmitted by your letter dated March 27, 1998, and offer the following comments:

- We have concerns over long-term industrial development in this prime waterfront area that will be permitted with the addition of the Mix-Use Zone-Industrial (MUZ-I) Zone.
- We are also concerned with the continuation of heavy commercial emphasis in the revised Plan, especially given the focus on public gathering places in this area.
- However, we agree with the reduction of the maximum building height from 300 to 200 feet in this area and applaud the continued emphasis on the protection of Mauka-Makai view planes.
- Although the City encourages residential development within Oahu's Primary Urban Center (PUC), we acknowledge the potential conflicts of such use within the Makai Area and agree with the elimination of residential use within this portion of Kakaako.
- On an editorial note, the Hawaii State Plan is incorrectly cited on page 4-18 as Chapter 225, HRS.

Ms. Jan S. Yokota, Executive Director  
Page 2  
May 29, 1998

We have no other comments to offer at this time. Should you have any questions, please contact Steve Tagawa of our Environmental Review Branch at 523-4817.

Very truly yours,



JAN NAOE SULLIVAN  
Director of Land Utilization

JNS:am

✓ cc: Rodney Funakoshi, Wilson Okamoto &  
Associates, Inc.

g:ppd\dseiska3.sht



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

Ms. Jan Naoe Sullivan, Director  
Department of Land Utilization  
City and County of Honolulu  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Dear Ms. Sullivan:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 29, 1998 commenting on the subject Draft SEIS.

With respect to your concerns over long-term industrial development in the Makai Area, the facilities that will be located in the MUZ-I zone, including the existing container yard areas and proposed passenger cruise terminals, were recommended to be included in the Kakaako Makai Area by the Oahu Commercial Harbors 2020 Master Plan. While the inclusion of the MUZ-I zone does preclude other land uses in this area, these cargo facilities were determined to be necessary to support Oahu's maritime industry. It should also be noted that the Hawaii Community Development Authority ("HCDA") is currently preparing a master plan for the Kakaako Waterfront Park. It is envisioned that the master plan will mitigate potential conflicts in land uses through buffers and landscape barriers.

As noted on page 2-3 of the Draft SEIS, the Commercial zone was redesignated to give HCDA greater flexibility to meet changing market conditions. While the guiding objective of the Makai Area Plan is to create a people-oriented gathering place, sufficient revenue must be generated to support the public parks and other amenities. Commercial uses provide the opportunity to generate the needed revenue for the State.

As noted in your letter, the reference to the Hawaii State Plan on page 4-18 will be corrected to read as follows:

In compliance with the Hawaii State Planning Act (Chapter 226, HRS), development is being encouraged within an existing urbanized area and the physical and locational attributes of the area have been accounted for during the planning and designing of activities and facilities.

We appreciate your interest and participation in the environmental review process.

Sincerely,

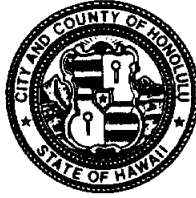
Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.



DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 10TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4182 • FAX: (808) 523-4054



JEREMY HARRIS  
MAYOR

WILLIAM D. BALFOUR, JR.  
DIRECTOR

MICHAEL T. AMII  
DEPUTY DIRECTOR

May 5, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

RECEIVED  
MAY 08 1998

WILSON OKAMOTO & ASSOCIATES INC.

Dear Ms. Tamura:

Subject: Draft Supplemental Environmental Impact  
Statement for the Kakaako Makai Area Plan  
Ala Moana, Oahu, Hawaii  
Tax Map Keys 2-1-015, 058, 059 and 060

We have reviewed the draft supplemental environmental impact statement for the Kakaako Makai Area Plan and offer the following comments.

The area is deficient in park areas for highly active recreational use such as playfields and play courts. In addition, issues of landscaping and street trees should be discussed.

Thank you for the opportunity to review the project.

Please call our planner, Mr. Lester Lai, of our Advance Planning Branch at 523-4696 if you have any questions.

Sincerely,

*W. D. Balfour Jr.*

WILLIAM D. BALFOUR, JR.  
Director

WDB:ei

✓ cc: Mr. Rodney Funakoshi, Wilson Okamoto & Associates Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. William D. Balfour, Jr.  
Director  
Department of Parks and Recreation  
City and County of Honolulu  
650 South King Street, 10th Floor  
Honolulu, Hawaii 96813

Dear Mr. Balfour:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 5, 1998 commenting on the subject Draft SEIS. As discussed in the Draft SEIS, 46.6 acres of land in the Kakaako Makai Area have been designated for Park use. These areas include the Kakaako Waterfront Park, Gateway Park and Kewalo Basin Park. Currently, parks in the Makai Area support passive recreation including a promenade along the waterfront, picnic areas and restrooms.

The Hawaii Community Development Authority is currently preparing a master plan for the Kakaako Waterfront Park. While most of the other urban parks in Honolulu focus on active recreation, such as ballfields and courts, the goal of the Kakaako Waterfront Park master plan is to create a unique urban park that serves as a prime cultural and recreational resource for Hawaii's residents and visitors. A broad range of amenities are proposed for the park, including water features, works of art, interpretive walks and gardens, and innovative children's play areas.

While the Kakaako Waterfront Park is not intended to emphasize active recreation and sports as do many other parks in Honolulu, there are provisions for areas that can accommodate both active and passive uses. The existing large multi-purpose "green" was conceived as such a space, where sports and games are possible, but where festivals and picnics could also be accommodated. The master plan will also include provisions for jogging, bicycling and exercise equipment.

Regarding landscaping and street trees, a major objective of the Makai Area Plan is to create an exceptional pedestrian environment. As discussed in Section 2.3, Transportation, streets in the Makai Area are envisioned to be planted with large shade trees and provided with special street lighting and street furnishings to create an attractive pedestrian environment. In addition,

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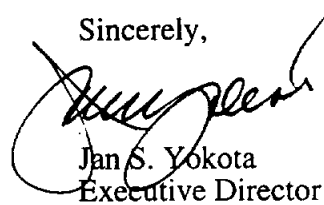
e-Mail  
hcda@gte.net

Mr. William D. Balfour, Jr.  
Page Two  
June 22, 1998

as discussed in Section 2.5, Urban Design Plan, buildings will be required to be set back 15 feet from the property line, with landscaping in the setback area. It should be noted, however, that in order to encourage ground floor uses rather than blank walls along the street, the setback may be reduced to 5 feet and paved if ground floor windows facing the street are provided.

We appreciate your interest and participation in the environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan S. Yokota", is written over the typed name and title.

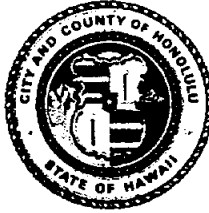
Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

DEPARTMENT OF PUBLIC WORKS  
**CITY AND COUNTY OF HONOLULU** RECEIVED  
650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 523-4341 • FAX: (808) 527-5857

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JEREMY HARRIS  
MAYOR



ARMED & DANGEROUS  
JONATHAN K. SHIMADA, PH.D.  
DIRECTOR AND CHIEF ENGINEER  
ROLAND D. LIBBY, JR.  
DEPUTY DIRECTOR  
ENV 98-118

May 26, 1998

Ms. Jan S. Yokota  
Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Ms. Susan Tamura

Dear Ms. Yokota:

Subject: Draft Supplemental Environmental Impact Statement  
(DSEIS), Revised Kakaako Makai Area Plan  
TMK: 2-1-15: 58, 59 and 60

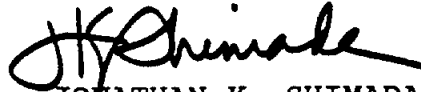
We have reviewed the subject DSEIS and have the following comments:

1. Section 4.5 Necessary Permits and Approval: Please add effluent discharge permits for construction dewatering and hydrotesting if effluent related to those two activities will be discharged to the City's drainage system.
2. Section 6. Relationship Between Short-Term Uses & Long-Term Productivity: The DSEIS mentioned that eligible businesses will be provided relocation benefits and services in compliance with applicable Federal and State requirements. Our position is that the HCDA is required to provide proper and reasonable relocation benefits to the City, particularly since the HCDA unilaterally changed the use of Ilalo Street from a "premier strolling and shopping street" to "the principle collector street for the Makai Area" without informing nor consulting with the City.
3. The DSEIS should address the adverse impact on City operating agencies such as Road Maintenance, Refuse Collection, and Automotive Equipment Service as a result of the proposed development. Also, the DSEIS should provide measures to mitigate such impact.

Ms. Jan S. Yokota  
Page 2  
May 26, 1998

4. The DSEIS should provide different horizontal alignments as alternatives for the Ilalo Street and evaluate each of the alternatives.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J. K. Shimada', written in a cursive style.

JONATHAN K. SHIMADA, PhD  
Director and Chief Engineer



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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Ref. No.: PL EIS 6.24

June 22, 1998

Jonathan K. Shimada, Ph.D.  
Director and Chief Engineer  
Department of Public Works  
City and County of Honolulu  
650 South King Street, 11th Floor  
Honolulu, Hawaii 96813

Dear Dr. Shimada:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS.

As requested in your letter, effluent discharge permits for construction dewatering and hydrotesting will be added to the list of necessary permits and approvals in the Final SEIS.

As you have noted, the Draft SEIS states that the implementation of the Makai Area Plan will result in the displacement of City Corporation Yard facilities. The State of Hawaii is aware of the impacts of displacement and has provided ample notice over the past 10 years regarding the necessity of relocating the City's facilities given the planned redevelopment of the Makai Area. The Hawaii Community Development Authority ("HCDA") is continuing to coordinate relocation efforts with the City and appreciates the City's commitment to the redevelopment of the Makai Area. As you have requested, the Final SEIS will include a discussion on impacts and mitigation measures relating to displacement resulting from the implementation of the Makai Area Plan. Finally, please note that, the City does not qualify for relocation payments, pursuant to Section 15-24-1, HAR.

With respect to your concerns regarding Ilalo Street, it is still designated as a major pedestrianway under the proposed Makai Area Plan. The pedestrian environment along Ilalo Street is envisioned to be an outstanding strolling and shopping street, with large shade trees, generous sidewalks and street furnishings.

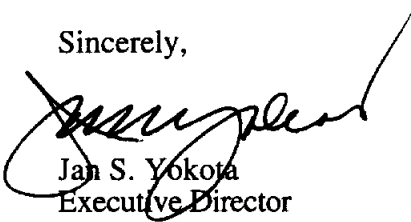
Alternative alignments for Ilalo Street were considered, including the alignment discussed in the 1990 SEIS for the Makai Area Plan which incorporated plans for a Sand Island by-pass tunnel. Since that time, plans for the Sand Island by-pass tunnel have been reconsidered and this is no longer an option. However, since Ilalo Street is the primary street in the Makai Area, no alternatives to Ilalo

Jonathan K. Shimada, Ph.D.  
Page Two  
June 22, 1998

Street have been considered since the adoption of the 1990 Makai Area Plan. The widening of Ilalo Street has been recognized in all prior plans as integral to the viability of development in the Makai Area.

We appreciate your interest and participation in the environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan S. Yokota", is written over the printed name and title.

Jan S. Yokota  
Executive Director

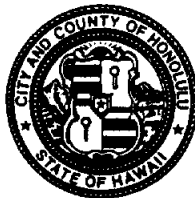
JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

DEPARTMENT OF WASTEWATER MANAGEMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 3RD FLOOR • HONOLULU, HAWAII 96813  
PHONE: (808) 527-6663 • FAX: (808) 527-6675

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JEREMY HARRIS  
MAYOR



HAWAII COMMUNITY  
DEVELOPMENT  
AUTHORITY  
KENNETH E. SPRAGUE, P.E., Ph.D.  
DIRECTOR

CHERYL K. OKUMA-SEPE, ESQ.  
DEPUTY DIRECTOR

In reply refer to:  
WCC 98-98

May 26, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

Subject: **Revised Kakaako Makai Area Plan**  
**Draft Supplemental Environmental Impact Statement (DSEIS)**  
**TMKS: 2-1-15: 58, 59, and 60**

We are continuing to coordinate our review of the Infrastructure Master Plan for the Kakaako Community District Makai Area, dated April 1998, with Mr. Denis Shiu of Wilson Okamoto & Associates for sewer capacity adequacy.

The existing Ala Moana Wastewater Pump Stations and sewer lines, notably those along Ala Moana Boulevard, have not been addressed. These facilities occasionally emit noise and odor to the surrounding vicinity. The proposed improvements to the surrounding areas, especially the commercial use of the historic Ala Moana Sewage Pump Station, may force us to modify our operations of the municipal sewer system. An evaluation of impacts and mitigative measures to these potentially long term effects need to be evaluated.

Our existing Collection System Maintenance Division located in the Kakaako Makai area will be displaced. A discussion of impacts and mitigative measures should be discussed in this DSEIS. We request future coordination with the Hawaii Community Development Authority to plan for a smooth transition to a new maintenance yard.

If you have any questions, please contact Ms. Tessa Ching of the Service Control Branch at 523-4956.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Sprague", is written over a horizontal line.

KENNETH E. SPRAGUE  
Director

cc: Mr. Rodney Funakoshi (Wilson Okamoto & Associates)





HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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Ref. No.: PL EIS 6.24

June 22, 1998

Kenneth E. Sprague, Ph.D., Director  
Department of Wastewater Management  
City and County of Honolulu  
650 South King Street, 3rd Floor  
Honolulu, Hawaii 96813

Dear Dr. Sprague:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 offering comments on the subject Draft SEIS. Regarding your concerns over commercial use of the historic Ala Moana Sewage Pump Station, a paragraph will be added to the Impacts and Mitigation Measures portion of Section 3.4.3 as follows:

Lessee(s) of the historic Ala Moana Sewage Pump Station will be made aware that the adjacent Ala Moana Sewage Pump Station may emit fugitive odors and noise which could adversely impact operations. The lessee will also be encouraged to take appropriate measures, as needed, such as enclosing the building, providing air conditioning, and sealing manhole covers, to mitigate potential adverse odor and noise impacts.

In addition, we are presently working with the City and County of Honolulu Building Department on an acceptable plan and schedule for the relocation of the City's Corporation Yard, including Department of Wastewater Management facilities. We look forward to working with you toward a smooth transition to a new maintenance yard.

We appreciate your interest and participation in the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

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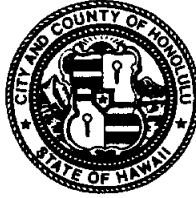
FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

3375 KOAPAKA STREET, SUITE H425  
HONOLULU, HAWAII 96819-1869

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JEREMY HARRIS  
MAYOR



April 6, 1998

HAWAIIAN COMMUNITY  
DEVELOPMENT  
AUTHORITY

ANTHONY J. LOPEZ, JR.  
FIRE CHIEF

ATTILIO K. LEONARDI  
FIRE DEPUTY CHIEF

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 101  
Honolulu, Hawaii 96813

Dear Ms. Yokota:


Subject: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement (SEIS)  
TMK: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii  
HFD Internal No. OL 98-156

We received your Draft Supplemental Environmental Impact Statement for the Makai Area Plan and have the following concern:

The document states that the proposed water system improvements will be upgraded in accordance with the standards of the Board of Water Supply (BWS), but if the Makai Area will be used for commercial properties, an 8-inch water line will not be sufficient to meet the water flow requirements of 2,000 gallons at a residual pressure of 20 psi. The infrastructure should be increased to a 12-inch water line or additional fire appliances will be required for the properties included in the Makai Area Plan.

If you need additional information, please contact Battalion Chief Charles Wassman of our Fire Prevention Bureau at 831-7778.

Very truly yours,

  
ANTHONY J. LOPEZ, JR.  
Fire Chief

AJL/CW:bh



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Attilio Leonardi  
Chief  
Fire Department  
City and County of Honolulu  
3375 Koapaka Street, Suite H425  
Honolulu, Hawaii 96819-1869

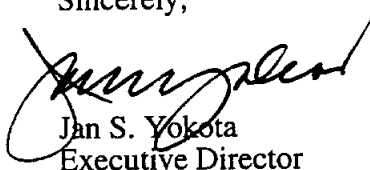
Dear Chief Leonardi:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 6, 1998 offering comments on the subject Draft SEIS. The proposed improvements to the water supply system in the Kakaako Makai Area will be reviewed to ensure that adequate flow is available to meet Fire Department requirements.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
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Honolulu, Hawaii  
96813

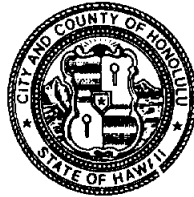
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PLANNING DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 8TH FLOOR • HONOLULU, HAWAII 96813-3017  
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JEREMY HARRIS  
MAYOR

PATRICK T. ONISHI  
CHIEF PLANNING OFFICER

DONA L. HANAIKE  
DEPUTY CHIEF PLANNING OFFICER

TH 3/98-0745

May 26, 1998

RECEIVED  
MAY 27 1998

WILSON OKAMOTO & ASSOC., INC.

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawaii 96813

Attention: Ms. Susan Tamura

Dear Ms. Yokota:

Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement (DSEIS)  
TMKs: 2-1-15:58, 59 & 60, Honolulu, Oahu, Hawaii

In response to your letter of March 27, 1998, we have reviewed the revised DSEIS and offer the following comments.

1. In our response to the SEIS Preparation Notice dated January 26, 1998, we recommended that the DSEIS discuss the relationship and consistency of the Makai Area Plan with the General Plan. In your response to us dated February 5, 1998, while noting that "the Hawaii Community Development Authority has the authority to supersede County ordinances," you indicated that the DSEIS would discuss "the proposed Makai Area Plan's conformance" to the City's General Plan and Primary Urban Center Development Plan (DP).

However, Section 4.4 of the DSEIS lacks a discussion of this relationship. Thus, we recommend that Section 4.4 of the final SEIS be revised by including a discussion as to how the Makai Area Plan will "foster the goals of the City and County of Honolulu's General Plan..." The discussion should focus on the applicable General Plan policies and objectives found in the sections on Population, Economic Activity, Natural Environment, Housing, Transportation and Utilities, Physical Development and Urban Design, Public Safety, Culture and Recreation, and Government Operations and Fiscal Management.

2. Section 4.4.1 of the DSEIS fails to adequately discuss the relationship and consistency between the Makai Area Plan and our current Primary Urban Center DP. Our concern is not whether the Makai Area Plan land use designations conform with those shown on the DP Land Use Map or Public Facilities Map. Rather, it is how the State's plans for Kakaako are linked with the City's planning policies for Kakaako and the rest of the Primary Urban Center.

For instance, Kakaako is designated as a "special area" within the Primary Urban Center as identified in Section 24-2.2(b)(6) of Article 2, Part 1, Development Plan Special Provisions for the Primary Urban Center. Section 24-2.2(b)(6) states:

"Kakaako. Kakaako is the area generally bounded by South Street, King Street, and Piikoi Street. It includes the entire Kewalo Peninsula makai of the Ala Moana Boulevard.

"Kakaako includes the entire Kewalo Peninsula makai of Ala Moana Boulevard from Pier 2 on the west to the Kewalo Basin-Ala Moana Park boundary on the east, and the area mauka of Ala Moana Boulevard bounded by Punchbowl Street, Pohukaina Street, South Street, King Street, Ward Avenue, Kapiolani Boulevard, and Piikoi Street.

"The purpose of the following principles and controls is to permit the redevelopment of this area for mixed uses within an attractive setting and to preserve mauka-makai views and views of Punchbowl from within Kakaako as well as from areas beyond its boundaries.

"(A) Commercial Emphasis Mixed Use shall be the predominant form of development in Kakaako, with limited areas also set aside for Commercial-Industrial Emphasis Mixed Use in the central portion and for marine industrial use at the ewa end of Kewalo Peninsula.

"(B) The makai portion of Kewalo Peninsula shall be developed into a regional park.

"(C) The general height limits for the area shall be as provided in the Kakaako Special Design District. For areas outside of the Special Design District boundaries, general height limits shall be as follows:

"(i) 60 feet for the area occupied by Neal Blaisdell Center, McKinley High School and Kapiolani Community College."

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
May 26, 1998  
Page 3

"(ii) 150 feet for the Medium Density Apartment area between Pensacola and Piikoi Streets.

"(iii) 250 feet for the Commercial area between Pensacola and Piikoi Streets.

"(D) A special pedestrian corridor system shall be provided for safe and pleasant access to major activity centers adjacent to this area, enhancing the compatibility of the mixed uses in the area. The system shall also include a pedestrian walkway along the shoreline from the mouth of Honolulu Harbor into Ala Moana Park.

"(E) In addition to the above, special height, design and use controls may be applied where necessary to ensure the preservation of important views, landmarks and historic structures, and the compatibility of the permitted mixtures of uses within the area."

Many of the principles and controls cited above are consistent with, and help promote the objectives of the Makai Area Plan. Therefore, the final SEIS should include the policies and controls cited above and provide a full review of the relationship between the Makai Area Plan policies and projects and the current principles and controls for the Kakaako special area.

3. The final SEIS should also discuss the relationship and consistency between the Makai Area Plan and the Primary Urban Center DP Revision Program. The Primary Urban Center DP Revision Program, when adopted, will replace the relatively detailed, parcel-specific map with a conceptual, long-range visionary plan. Although the first draft of the new Primary Urban Center DP is not expected until the fall of 1998, a consensus vision has been proposed. The vision elements include:

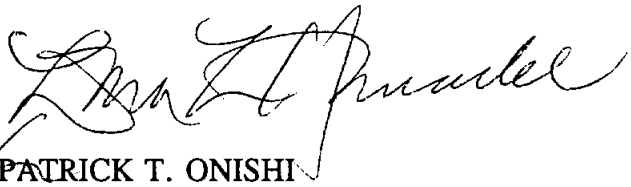
- The City of Aloha
- The City with a World Class Economy
- The City of Good Homes
- The City of Livable Neighborhoods
- The City for People, Not Cars
- The City of Green, and
- The City on the Water

Thus, we recommend that the final SEIS be revised by including a discussion on how the Makai Area Plan supports this vision.

Ms. Jan S. Yokota, Executive Director  
Hawaii Community Development Authority  
May 26, 1998  
Page 4

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Tim Hata of our staff at 527-6070.

Yours very truly,



PATRICK T. ONISHI  
Chief Planning Officer

PTO:js

c: ✓ Wilson Okamoto & Associates, Inc.  
Office of Environmental Quality Control  
Department of the Corporation Counsel



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

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Ref. No. PL EIS 6.24

June 22, 1998

Mr. Patrick T. Onishi  
Chief Planning Officer  
Planning Department  
City and County of Honolulu  
650 South King Street, 8th Floor  
Honolulu, Hawaii 96813

Dear Mr. Onishi:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 offering comments on the subject Draft SEIS.

The overall objective of the Makai Area Plan is to create an active commercial waterfront area that can achieve a people-oriented character through a variety of new developments. This goal is consistent with many of the objectives and policies of the City and County of Honolulu General Plan as discussed below.

#### ***Economic Activity***

The proposed Makai Area Plan will create both short-term and long-term employment opportunities. Short-term employment will be available during the course of construction. In the long-term, employment opportunities will be created by commercial and retail uses, as well as the cultural, educational and recreational facilities. In addition, the proposed Kakaako Makai Area Plan will encourage the diversification of Oahu's economic base by providing the necessary infrastructure to attract new industries to Hawaii.

#### ***Natural Environment***

A primary goal of the proposed Makai Area Plan is to achieve an aesthetically pleasing environment and compatible relationship between land and water activities. With regard to coastal water quality, it is anticipated that by incorporating generous landscaped setbacks and increasing park space, the amount of runoff flowing into coastal waters will be reduced, thereby improving water quality. The planting of trees along streets and in parks is also an essential component of the Makai Area Plan. Scenic views will be protected by: (1) specifying lower building heights approaching the waterfront; and (2) the Kakaako Gateway Park, which will offer an unobstructed view from Ala Moana Boulevard to the Kakaako Waterfront Park. The development of a world-class aquarium and research facility will encourage the appreciation of Hawaii's marine environment and increase public awareness of the need to protect our marine resources.



Mr. Patrick T. Onishi  
Page Two  
June 22, 1998

***Transportation and Utilities***

As discussed in section 3.4 of the Draft SEIS, significant improvements to the transportation and utility systems are proposed in the Makai Area Plan. These improvements are consistent with the objectives and policies of the General Plan, including the provision of bicycle facilities, provision of walkway systems, improvements to roadway systems and the encouragement of public transportation. The proposed improvements to the water, wastewater, drainage, power, and communication systems in the Makai Area were prepared in conjunction with each respective responsible agency to ensure the highest level of service will be available to users in the Makai Area. In addition, all new utilities will be located underground.

***Physical Development and Urban Design***

The Kakaako Makai Area's relatively underutilized nature and attractive location in the primary urban center makes it a prime candidate for redevelopment. Maximum building heights are 200 feet along Ala Moana Boulevard stepping down to 45 feet along the waterfront. Building requirements will include at-grade open space and building setbacks. New high density developments are still required to have a minimum of 20 percent at-grade open space, which is intended to provide sufficient light and air on the ground and sufficient areas for pedestrian circulation and landscaping.

***Public Safety***

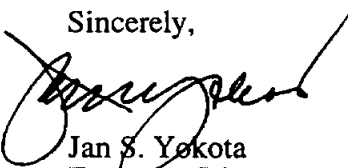
The proposed Makai Area Plan has been prepared in conjunction with the various agencies responsible for public safety including the Honolulu Police Department, Honolulu Fire Department, and State Department of Defense.

***Health, Education, Culture and Recreation***

The proposed indoor and outdoor recreational and cultural facilities including the aquarium and research facility, Children's Discovery Center, and variety of park environments will provide mental and physical enrichment for the general public. These facilities will help to meet the growing demand for a wide variety of social, cultural, educational and recreational activities which will be enjoyed by the community.

We appreciate your interest and participation in the environmental review process.

Sincerely,

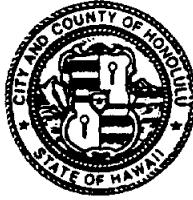


Jan S. Yokota  
Executive Director

JSY/AA/ST:gst  
c: Wilson Okamoto & Associates, Inc.

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

801 SOUTH BERETANIA STREET  
HONOLULU, HAWAII 96813 - AREA CODE (808) 529-3111



JEREMY HARRIS  
MAYOR

LEE D. DONOHUE  
CHIEF

WILLIAM B. CLARK  
DEPUTY CHIEF

OUR REFERENCE CS-DL

April 29, 1998

RECEIVED  
MAY 01 1998

WILSON OKAMOTO & ASSOC., INC.

Ms. Susan Tamura  
Hawaii Community Development  
Authority  
State of Hawaii  
677 Ala Moana Boulevard, 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

Thank you for the opportunity to review and comment on the Draft Supplemental Environmental Impact Statement for the Revised Kakaako Makai Area Plan, TMKS: 2-1-15: 58, 59, and 60.

At one time, we believed that the proposed project would have minimal impact on police services. However, when the overall proposal is considered, coupled with the ongoing and planned redevelopment of the Kakaako area, there will be an inevitable increase in calls for police services. The proposed elements of the plan will cause an increase in vehicular and pedestrian traffic and attendant criminal activity in the area. Basically, an increase in overall police presence in the area during development after completion of the project will be needed.

Incorporating concepts of crime prevention through environmental design will help to minimize potential criminal activity in the area. However, as a means of meeting the demands for the added workload, we would like to establish a fully-funded bicycle unit to patrol the area between Aloha Tower Marketplace and Ala Moana Park, which will include the Kakaako Makai area. In addition, we will need more detectives to conduct investigations as well as patrol units to respond to traffic-related and other miscellaneous problems in the same area. We will continue to evaluate our staffing needs as this project and other projects in the area progress.

Ms. Susan Tamura  
Page 2  
April 29, 1998

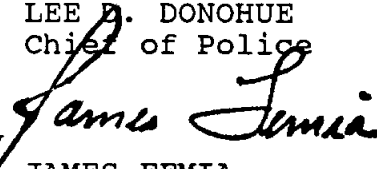
We have noted that potential dust and noise problems, during and after construction, have been addressed in the document. We would like to recommend that special duty police officers be assigned to strategic areas during the construction phase to minimize safety and traffic problems.

Should you have any questions, please call Major Henry Lau of District 1 (Patrol) at 529-3386.

Sincerely,

LEE D. DONOHUE  
Chief of Police

By

  
JAMES FEMIA  
Assistant Chief of Police  
Administrative Bureau

cc: ✓ Mr. Rodney Funakoshi  
Wilson Okamoto & Associates, Inc.

Major Henry Lau  
District 1 (Patrol)



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Lee D. Donohue  
Chief of Police  
Police Department  
City and County of Honolulu  
801 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chief Donohue:

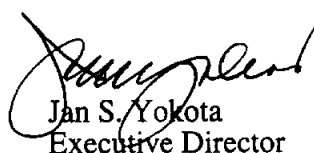
Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 29, 1998 informing us that the proposed redevelopment of the Kakaako Makai Area, coupled with planned developments in the surrounding area, will likely require an increase in overall police presence. We will continue to work with the Honolulu Police Department to promote crime prevention and increase police presence in the Kakaako area.

Your recommendation to utilize special duty police officers during construction has been noted. Special duty officers and/or flagmen will be used to minimize safety and traffic problems as needed.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

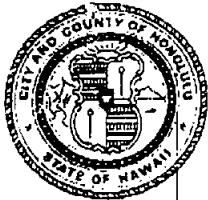
677 Ala Moana Boulevard  
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Honolulu, Hawaii  
96813

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(808) 587-2870

Facsimile  
(808) 599-2613

e-Mail  
hcda@gte.net

14037



ANDY MIRIKITANI  
COUNCILMEMBER  
(808) 547-7005

# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII 96813-3085 / TELEPHONE 647-7000

GFCOUN 5.1

## MEMORANDUM

RECEIVED

'98 MAY 28 AM 8 20

HAWAII COMMUNITY

May 26, 1998

TO: Jan Yokota, Executive Director  
State Hawaii Community Development Authority

FROM: Councilmember Andy Mirikitani

RE: Submittal of Public Comment for Draft Supplemental Environmental Impact Statement for the Kakaako Community Development District - Makai Area Plan

Although the Kakaako Special District is under the control and jurisdiction of the State and State Legislators, as a city official I wish to provide comment regarding the Hawaii Community Development Authority's (HCDA) Draft Supplemental Environmental Impact Statement for the Kakaako Community Development District - Makai Area Plan. In addition, the impacts of this development proposal have the potential of spilling over and adversely affecting the Council District I represent, even though the proposed development area is not physically located in my district.

First of all, I applaud the State HCDA's decision not to include hotel development as part of its planning proposal for the Kakaako area. As you know, I am opposed to permitting hotel development in this area which, if approved, would have created enormous development pressure to build more hotels in the surrounding area and result in dramatically changing the mixed-use, low-rise, residential character of the area and thereby lead to an expansion of high intensity tourist-related impacts similar to Waikiki. Building hotels in Kakaako would overwhelm and negatively impact the area making it less accessible to residents and interfering with existing businesses. Hotel development would significantly impact other surrounding, public facility areas like Ala Moana Beach Park that is the most heavily-used public park in Oahu with over 5 million park users and of which is comprised mostly of Hawaii residents. Because of its close proximity and being the nearest beach with one of the largest sand areas in the state, hotel occupants would be drawn to use Ala Moana Beach as a recreational resource that would result in Hawaii residents being potentially displaced due to the increased park demand.

|  |             |                |
|--|-------------|----------------|
| Post-It™ brand fax transmittal memo 7871 |             | # of pages > 3 |
| To: ROONEY                               | From: SUSAN |                |
| Co: WOK                                  | Co: HCDA    |                |
| Dept:                                    | Phone #     |                |
| Fax # 946-2253                           | Fax #       |                |



printed on r

Yokota  
May 26, 1998  
Page 2

This supplemental EIS document calls for the deletion of a residential housing component. I call upon the State HCDA to reconsider its decision and reinsert the above item as part of its development plan proposal. It was envisioned that Kakaako would blossom into a community where ordinary working people could live, work and play. The Kakaako area should not be developed exclusively for the benefit of the visitor industry and commercial interests. Kakaako should not be converted into a commercial retail center that caters solely to tourists. The visioning of the Kakaako area must and should include the development of a residential housing component for Oahu's working citizens. The State HCDA should remain committed to this vision of Kakaako as a community for the working poor family by constructing residential housing in the area.

Residential housing in the area would decrease the number of work-related commutes from residents outside of downtown Honolulu and result in lesser number of vehicles on our roadways which would be the result of Kakaako's close proximity and central location to the downtown business district and other employment sectors. A residential housing component would also lead to lessening the already crowded conditions of our buses with a lower number of workers commuting into Honolulu. Kakaako should be developed to benefit and lessen the financial strain of Hawaii's working poor families by the building of reasonably priced residential housing.

As you know, my office has conducted numerous community inspections of the State's Kewalo Basin Park which was once a model public facility that brought great pride to park users and the surrounding community. This state park has now significantly degenerated and fallen into a serious state of disrepair and become a dumping ground of litter and hazardous materials including automotive parts and batteries, paint and oil containers. Numerous items in the park have been vandalized and defaced ranging from graffiti on the comfort station and commemorative plaque to the breaking of concrete benches. A serious state of disrepair has resulted with no state agency willing to step forward and become accountable in maintaining the upkeep of this state park.

At a minimum, considering that the Kakaako Makai area has been proposed for further development of additional public facilities such as park space and bike lanes, a clearly defined maintenance plan must be in place designating the state agency solely accountable for park and other public facility maintenance duties that are done on a regular basis before any new development can occur. It would not be prudent to construct all of these public amenities and not have an assigned state agency which would actively pursue upkeep and prevent the premature deterioration of these improvements.

As the author of the City's comprehensive Honolulu Bikeway System Master Plan for urban Honolulu from Kahala to the airport and Pearl Harbor military base areas, I wish to propose in addition to the present planning proposal for bike lanes, routes and paths for the Kakaako Makai Area that it be amended to include a bike lane for Ilalo Street. I urge that in an effort

Yokota

May 26, 1998

Page 3

to establish a more comprehensive bikeway system for the Kakaako area more bike lanes be constructed on all other roadways leading into the Kakaako Waterfront Park complex. In addition, I urge that a more than adequate number of bicycle infrastructure improvements such as bike racks and signage be installed which would ensure a more friendly and enjoyable biking experience for residents and visitors alike.

Thank you for the opportunity to provide comment on this matter.

AKM:rtb

cc: Gary Gill, Executive Director of State Office of Environmental Quality Control



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

The Honorable Andy Mirikitani  
City Council  
City and County of Honolulu  
530 South King Street  
Honolulu, Hawaii 96813

Dear Councilmember Mirikitani:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS.

With respect to the deletion of the residential housing component, as discussed in Section 2.2 of the Draft SEIS, residential use was eliminated due to its incompatibility with the MUZ-I zone and the active waterfront environment which is envisioned in the Makai Area. However, although the residential component has been eliminated as part of the Makai Area Plan, residential use is still allowed in the Mauka Area, which includes the 450-acre area mauka of Ala Moana Boulevard and bounded by Punchbowl, King and Piikoi Streets. The HCDA's overall mission for the Kakaako Community Development District is to ensure that the area is established as a dynamic urban community where residential, commercial, industrial, and public uses could coexist compatibly.

With respect to the maintenance program of our public facilities such as the Kakaako Waterfront Park and Kewalo Basin Park, we are currently working with other State agencies to make improvements. Through better coordination of the resources of HCDA, the State Parks Division of the Department of Land and Natural Resources, and the Harbors Division of the Department of Transportation, we hope to rectify many of the concerns you have raised in the past.

The Makai Area Bicycle Facilities Plan was developed in consultation with the City and County of Honolulu Department of Transportation Services, the State of Hawaii Department of Transportation, and representatives of the Bicycle Federation of America. A variety of alternatives were discussed including a bicycle facility along Ilalo Street. However, within the context of the State master plan and the City's proposed "Lei of Parks", it was determined that the proposed bicycle facilities plan best met the needs of bicyclists while fitting into the overall City-wide transportation network. In any event, bicycle infrastructure improvements will be encouraged and accommodated where feasible.

We appreciate your interest and participation in the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.



*Beyond the call*

April 13, 1998

Ms. Susan Tamura  
Hawaii Community Development Authority  
677 Ala Moana Boulevard Suite 1001  
Honolulu, Hawaii 96813

Dear Ms. Tamura:

Subject: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement (EIS)  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for the opportunity to comment on your March 1998 Draft Supplemental Environmental Impact Statement for the Kakaako Makai Area Plan.

We have reviewed the subject document and have the following comments for the Section 3.4.6 Power and Communication Systems.

1. In the second paragraph, please revise the second statement to state "...concrete-encased ductlines."
2. In the fourth paragraph, clarification is required for the third statement as to what "installation ready" means. We also request that the terminology "private access providers" be changed to "qualifying carriers as determined by the Hawaii Public Utilities Commission".

Should there be any questions regarding these comments, please call Joy Fujita at 483-8007.

Very truly yours,



Jon M. Uyehara  
Manager  
Access Design and Construction

c: File  
Wilson Okamoto & Associates, Inc.  
J. Fujita



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

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(808) 599-2613

e-Mail  
hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Jon M. Uyehara, Manager  
Access Design and Construction  
GTE Hawaiian Tel  
P.O. Box 2200  
Honolulu, Hawaii 96841

Dear Mr. Uyehara:

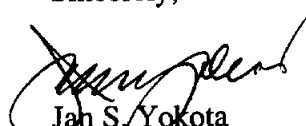
Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 13, 1998 offering comments on power and communication systems in the Kakaako Makai area. As requested in your letter, the second paragraph of Section 3.4.6, Power and Communication Systems, will be changed from "All overhead lines will be placed underground in concrete ductlines" to "All overhead lines will be placed in concrete-encased ductlines".

The term "installation-ready" refers to the underground conduit system being planned as part of the overall infrastructure improvements to the Makai Area. It is anticipated that the planned conduit system will be equipped for qualifying providers to establish fiberoptic networks as the various commercial projects are developed. In addition, the terminology "private access providers" will be changed to "telecommunications carriers certified under HRS, Chapter 269".

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.



April 29, 1998

Hawaii Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, HI 96813  
Attention: Ms. Susan Tamura

RECEIVED  
MAY 01 1998

WILSON OKAMOTO & ASSOC., INC.

Dear: Ms. Tamura

Subject: **Revised Kakaako Makai Area Plan**

Thank you for the opportunity to comment on your March 1998 Draft SEIS for the Revised Kakaako Makai Area Plan, as proposed by the Hawaii Community Development Authority. We have reviewed the subject document and have the following comment:

- Page 3-32, Section 3.4.6 - First paragraph. We recommend eliminating the last sentence of this paragraph. Power will be provided at 12kV or 25 kV depending on the circumstances.

This project will require extensive relocation and new infrastructure throughout the area and HECO will continue to coordinate the relocation of its facilities from overhead to underground with the HCDA.

Sincerely,

Scott W.H. Seu  
Manager, Environmental Department

cc: Wilson Okamoto & Associates, Inc.  
1907 South Beretania Street, Suite 400  
Honolulu, HI 96826  
Attention: Mr. Rodney Funakoshi

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HAWAII COMMUNITY  
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Benjamin J. Cayetano  
Governor

Lynne Waters  
Chair

Jan S. Yokota  
Executive Director

Ref. No.: PL EIS 6.24

June 22, 1998

Mr. Scott W. H. Seu, Manager  
Environmental Department  
Hawaiian Electric Company, Inc.  
P.O. Box 2750  
Honolulu, Hawaii 96840-0001

Dear Mr. Seu:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of April 29, 1998 providing comments on the subject Draft SEIS. As requested in your letter, the last sentence of the first paragraph in Section 3.4.6, Power and Communication System, will be deleted. We will continue to coordinate the relocation and installation of infrastructure in the Makai Area with your office.

We appreciate your interest and participation in the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

677 Ala Moana Boulevard  
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## THE OUTDOOR CIRCLE

1314 South King St., Suite 306 • Honolulu, HI 96814  
Phone: 808-593-0300 Fax: 808-593-0525

Established 1912

A Non-profit Organization

### BRANCHES

#### OAHU

Kaneohe  
Lani-Kailua  
North Shore  
Waialae Kahala

#### HAWAII

Hilo  
Ka'u  
Kona  
Puna  
Waimea

#### KAUAI

#### MAUI

#### MOLOKAI

#### GARDEN CIRCLE

Lani-Kai

**VIA FAX**

May 26, 1998

Ms. Susan Tamura  
Hawai'i Community Development Authority  
677 Ala Moana Boulevard, Suite 1001  
Honolulu, Hawai'i 96813

RE: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement (DSEIS)

Dear Ms. Tamura:

Thank you for the opportunity to comment regarding the above referenced Draft Supplemental Environmental Impact Statement (DSEIS). As you may know, The Outdoor Circle is an 86 year old environmental organization focused on island beautification. We are interested in the potential impacts the development of Kakaako will have on the community.

After reviewing the Draft SEIS, we offer the following comments for inclusion in the Final SEIS:

#### 1. *Setbacks*

Per the DSEIS: The Makai Area Plan outlines specific guidelines for setback landscaping requirements: In general, buildings will be required to set back 15 feet from the property line and the setback area must be landscaped. If ground floor windows facing the street are provided, the setback may be reduced to 5 feet and paved. Towers must be set back 75 feet from the property line.

We disagree with the 5 foot ground floor window setback. We feel a 15 foot landscaped setback should be required of all buildings (non-tower). This will allow for more public open space and a more attractive building front. The increase in landscaped areas will greatly enhance the aesthetics of the largest and last waterfront development site in central Honolulu.

**RECEIVED**  
MAY 27 1998

WILSON OKAMOTO & ASSOC., INC.

Ms. Susan Tamura  
Hawai'i Community Development Authority  
May 26, 1998  
Page 2

2. *Street Trees*

Per the DSEIS: An outstanding pedestrian environment is another major objective of the Makai Area Plan. Streets in the Makai Area are envisioned to be planted with large shade trees and provided with street lights and street furnishings to create an attractive pedestrian environment.

Street trees are key tools to filter polluted air, cool city streets, and soften building facades. We recommend the use of as many street trees as possible. In the Final SEIS, we hope that the large shade trees planted along the streets to enhance the pedestrian environment are part of the infrastructure and not "add-ons" to the landscaping plans. Details regarding the trees should be written into the Final SEIS to ensure these plantings (i.e. tree species, tree location, tree spacing, tree size, etc.).

3. *Tree Relocation Plan* - A tree relocation plan is not included.

The roadway system revision includes the extending and widening of Ilalo Street, Punchbowl Street, Ward Avenue and South Streets. Trees will be displaced to accommodate for this new transportation/traffic proposal. We believe that the Makai Area Plan needs to include the relocation of these trees within this development area. In areas where roadways will be extended, a plan for new or relocated street trees should be included.

We appreciate the opportunity to comment. If you have any questions, or need further clarification, please do not hesitate to contact me.

Sincerely,



Christine Akaka Hall  
Project Manager

cc: Governor Cayetano  
Gary Gill, Office of Environmental Quality Control (OEQC)  
Rodney Funakoshi, Wilson Okamoto & Associates, Inc.



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



Benjamin J. Cayetano  
Governor

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Chair

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hcda@gte.net

Ref. No.: PL EIS 6.24

June 22, 1998

Ms. Christine Akaka Hall  
Project Manager  
The Outdoor Circle  
1314 South King Street, Suite 306  
Honolulu, Hawaii 96814

Dear Ms. Hall:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 26, 1998 commenting on the subject Draft SEIS.

As discussed in the Draft SEIS, the 5-foot paved setback was incorporated to encourage active ground floor uses rather than blank walls along streets. One of the objectives of the Makai Area Plan is to create a pedestrian-friendly environment. Encouraging active ground floor frontages is one means of achieving a pedestrian-friendly environment. Even with the 5-foot setback, developments will still be required to provide at-grade open space in the amount of 20% of the property area. Maximum building heights have been also reduced from the 1994 Plan.

We concur with your statements on the importance of street trees to the community. Street trees are an essential component of the Makai Area Plan. Pursuant to Chapter 206E, HRS, requirements pertaining to tree species, spacing, location, and size will be provided in the Makai Area Rules.

HCDA also intends to make all practicable efforts to relocate trees displaced by roadway improvements and other developments. We are exploring the possibility of establishing a tree bank for trees that can be relocated, but cannot be accommodated into planting areas, parks, or development projects. Please be assured that we will continue to coordinate the relocation of trees resulting from the redevelopment of the Makai Area with your organization.

We appreciate your interest and participation in the environmental review process.

Sincerely,

Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

#17987

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## SIERRA CLUB, HAWAII CHAPTER MAY 10 22



Susan Tamura  
HCDA

677 Ala Moana Blvd. #1001  
Honolulu, HI 96813

|  |                   |                |
|--|-------------------|----------------|
| Post-It™ brand fax transmittal memo 7871 |                   | # of pages > 2 |
| To <u>RODNEY</u>                         | From <u>SUSAN</u> |                |
| Co.                                      | Co. <u>HCDA</u>   |                |
| Dept.                                    | Phone #           |                |
| Fax # <u>946-2253</u>                    | Fax #             |                |

MAIL COMMUNITY  
P.O. Box 2577,  
Honolulu, Hawaii 96803  
(808) 538-6116

May 20, 1998

Dear Ms. Tamura,

Pardon me if I have missed something. But in my quick perusal of the Draft SEIS for the Revised Kakaako Makai Area Plan, I did not see any substantive response to our comments. On January 21, we wrote:

The preparation notice mentions that "urbanization of the Kaka'ako district and Mauka areas have increased runoff to the nearshore coastal waters." (p. 3-2). The coastal waters -- particularly in the Ala Moana direction -- are popular with bodysurfers, bodyboarders, surfers and swimmers. Improving drainage in Kaka'ako may improve flooding problems, but will only exacerbate water quality concerns. None of us want to swim in polluted waters. The EIS should assess the mitigation measures HCDA can employ to treat or reduce his polluted runoff. It should consider such alternatives as sediment basins, grass swales, artificial wetlands, street cleaning, and hazardous waste release prevention strategies.

The only relevant discussion I was able to find was that found on page 3-29. It states:

Temporary cofferdams, debris-sediment traps or alternative methods may be employed at drainage outlets to mitigate potential water quality impacts.

Well, what is it going to be? Are you going to reduce polluted runoff using these methods or are you not? Are you simply going to give us lip-service or are you going to employ mitigation? An EIS is supposed to be a full-disclosure document. If "runoff will be conveyed from developed parcels and discharged into Kewalo Basin or into the drainage channel near Keawe street" what specifically will HCDA do to reduce the amount of polluted runoff flowing directly into our coastal waters?

I would also request that the EIS state very clearly how the proposed plan differs from the status quo (as opposed to the 1994 plan). It appears to reduce the amount of existing park land (on the 'Ewa side). It appears to call for an aquarium on the present park land. It appears to call for the continued



commercial use by John Dominis of state land instead of the future expansion of the park. The reduction in existing park space and proposed park space would be a step in the wrong direction (although we agree that the fake beach should be scrapped).

Sincerely,



David Kimo Frankel  
Hawai'i Chapter Director



HAWAII COMMUNITY  
DEVELOPMENT AUTHORITY



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Ref. No.: PL EIS 6.24

June 22, 1998

Mr. David Kimo Frankel, Director  
Sierra Club, Hawaii Chapter  
P.O. Box 2577  
Honolulu, Hawaii 96803

Dear Mr. Frankel:

Re: Revised Kakaako Makai Area Plan  
Draft Supplemental Environmental Impact Statement ("SEIS")  
TMKs: 2-1-15: 58, 59 and 60  
Honolulu, Oahu, Hawaii

Thank you for your letter of May 20, 1998 commenting on the subject Draft SEIS.

As mentioned in your letter, page 3-29 of the Draft SEIS states that, during construction, temporary cofferdams, debris-sediment traps or alternative methods may be employed to mitigate potential water quality impacts. The selection of which mitigation measure, or combination of mitigation measures, to be used is largely dependent on site-specific factors such as topography, drainage patterns, and quantity of anticipated runoff. A site-specific Erosion Control Plan will be prepared and an NPDES permit which specifies Best Management Practices to be employed will be procured prior to construction, as required by the Department of Health.

In the long term, we believe that, by reducing the amount of paved area in the Makai Area, the amount of stormwater runoff will decrease, thereby improving coastal water quality. In comparison to existing conditions, the Makai Area Plan proposes a significant increase in landscaped area, including the expansion of the Kakaako Waterfront Park, a landscaped setback of 15 feet for all properties and an at-grade 20% open space requirement, except for lands designated Mixed-Use Zone-Industrial.

With respect to reducing polluted runoff, the Hawaii Community Development Authority ("HCDA") has been actively involved with the remediation of Makai Area parcels. For the past 50 years, the majority of the Makai Area has been in light industrial and maritime use. Prior to development of the Kakaako Waterfront Park, hazardous material contaminants such as petroleum products, asbestos, crystalline silica, ash, arsenic, lead and mercury were exposed to the air and leeching into the ocean. The Kakaako Waterfront Park project remediates these materials and protects the ocean.

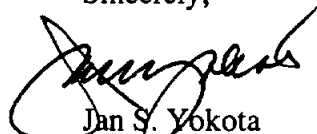
Mr. David Kimo Frankel, Director  
Page Two  
June 22, 1998

Currently, in conjunction with the Department of Health, HCDA is conducting the State's first Brownfields study in the Makai Area. The purpose of the Kakaako Brownfields study is to assess a portion of the Makai Area to determine any environmental impact due to the presence of petroleum products and other environmentally hazardous substances and to identify potential sources of suspected contaminants. The study will also propose a plan for remediation. It is expected that, with the support of other State and Federal agencies, the redevelopment of the Makai Area from industrial to commercial and park use will reduce the potential for polluted runoff into Hawaii's oceans.

Regarding your request that the SEIS state how the proposed plan differs from the status quo, a summary of the Existing 1990 Makai Area Plan is presented in Chapter 1 of the Draft SEIS. In addition, Table 1-1 also summarizes the changes between the existing Plan, 1994 Plan, and 1998 proposed Plan. While the 1998 Proposed Plan does include less Park-zoned land, this is largely due to the elimination of the shoreline beach park and parking lot that had been proposed in 1990 and 1994.

We appreciate your interest and participation in the environmental review process.

Sincerely,



Jan S. Yokota  
Executive Director

JSY/AA/SJT:gst  
c: Wilson Okamoto & Associates, Inc.

## **Appendix**

### **Traffic Analysis for the Kakaako Makai Area Plan**

## **Appendix**

### **Traffic Analysis for the Kakaako Makai Area Plan**

# *T*raffic Analysis for The Kakaako Makai Area Plan

*Prepared for:*



KAKAΛKO

HAWAII COMMUNITY DEVELOPMENT AUTHORITY

*Prepared by:*

**KAKU** ASSOCIATES  
A Corporation

*March, 1998*

**TRAFFIC ANALYSIS FOR  
THE KAKAOKO MAKAI AREA PLAN**

March, 1998

Prepared for:

**HAWAII COMMUNITY DEVELOPMENT AUTHORITY**

Prepared by:

**KAKU ASSOCIATES, INC.**  
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## TABLE OF CONTENTS

|                  |  |    |
|------------------|--|----|
| I.               | INTRODUCTION .....                                   | 1  |
|                  | PROJECT DESCRIPTION .....                            | 1  |
|                  | STUDY SCOPE .....                                    | 4  |
| II.              | EXISTING CONDITIONS .....                            | 5  |
|                  | LAND USE .....                                       | 5  |
|                  | STREETS AND HIGHWAYS .....                           | 5  |
|                  | EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE ..... | 7  |
| III.             | CUMULATIVE BASE TRAFFIC PROJECTIONS .....            | 14 |
|                  | TRAFFIC FORECASTING METHODOLOGY .....                | 14 |
|                  | AMBIENT GROWTH RATE .....                            | 15 |
|                  | CUMULATIVE PROJECTS .....                            | 15 |
|                  | CUMULATIVE BASE TRAFFIC FORECASTS .....              | 19 |
| IV.              | CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS .....    | 22 |
|                  | PROJECT DESCRIPTION .....                            | 22 |
|                  | PROJECT TRAFFIC .....                                | 28 |
| V.               | TRAFFIC IMPACT ANALYSIS .....                        | 33 |
|                  | TRAFFIC IMPACT .....                                 | 33 |
|                  | MITIGATION MEASURES .....                            | 33 |
|                  | EFFECTIVENESS OF MITIGATION MEASURES .....           | 36 |
|                  | ADEQUACY OF LOCAL ROADWAY SYSTEM .....               | 38 |
|                  | ANALYSIS OF CUMULATIVE CONDITIONS .....              | 41 |
| APPENDIX         |  |    |
| APPENDIX FIGURES |  |    |
| APPENDIX TABLES  |  |    |



## LIST OF FIGURES

### NO.

|   |   |    |
|---|---|----|
| 1 | LOCATION OF PROJECT SITE .....                                  | 2  |
| 2 | LOCATION OF ANALYZED INTERSECTIONS .....                        | 8  |
| 3 | EXISTING YEAR 1997 PEAK HOUR INTERSECTION TRAFFIC VOLUMES ..... | 9  |
| 4 | EXISTING YEAR 1997 AVERAGE DAILY TRAFFIC VOLUMES .....          | 10 |
| 5 | YEAR 2020 TRIP DISTRIBUTION .....                               | 18 |
| 6 | YEAR 2020 CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES .....       | 20 |
| 7 | LOCATION OF PROJECT DEVELOPMENT PARCELS .....                   | 23 |
| 8 | YEAR 2020 RECOMMENDED ROADWAY PLAN .....                        | 26 |
| 9 | YEAR 2020 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES ..  | 32 |

## LIST OF TABLES

### NO.

|    |  |    |
|----|--|----|
| 1  | DESCRIPTION OF DEVELOPMENT SCENARIO FOR MAKAI AREA PLAN . . . . .  | 3  |
| 2  | LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS . . . . .  | 11 |
| 3  | YEAR 1997 EXISTING CONDITIONS,<br>INTERSECTION PEAK HOUR LEVEL OF SERVICE . . . . .                                | 13 |
| 4  | TRIP GENERATION RATES . . . . .  | 17 |
| 5  | YEAR 2020 CUMULATIVE BASE CONDITIONS,<br>INTERSECTION PEAK HOUR LEVEL OF SERVICE . . . . .                         | 21 |
| 6  | LAND USE ASSUMPTION BY DEVELOPMENT SUBAREAS . . . . .  | 24 |
| 7  | PROJECT TRIP GENERATION ESTIMATES . . . . .  | 30 |
| 8  | YEAR 2020 CUMULATIVE PLUS PROJECT CONDITIONS,<br>INTERSECTION PEAK HOUR LEVEL OF SERVICE . . . . .                 | 34 |
| 9  | YEAR 2020 CUMULATIVE PLUS PROJECT WITH MITIGATION CONDITIONS,<br>INTERSECTION PEAK HOUR LEVEL OF SERVICE . . . . . | 37 |
| 10 | YEAR 2020 CUMULATIVE PLUS PROJECT CONDITIONS,<br>INTERSECTION PEAK HOUR LEVEL OF SERVICE . . . . .                 | 39 |
| 11 | SUMMARY OF SIGNAL WARRANT ANALYSIS . . . . .   | 40 |

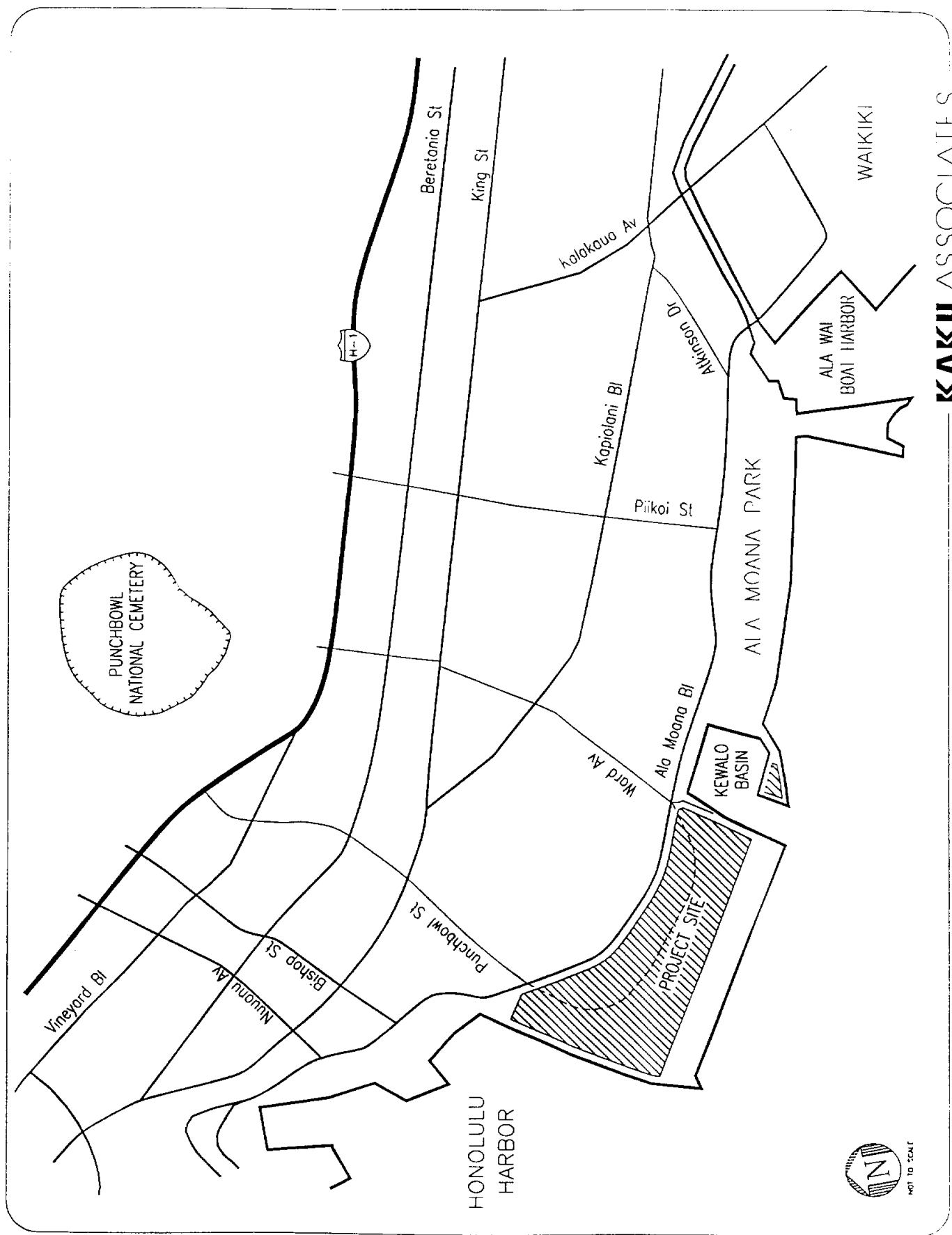
## I. INTRODUCTION

The Hawaii Community Development Authority (HCDA) is currently involved in the process of revising and updating its master plan for the Kakaako Makai area. The Makai Area Plan, which was originally developed in 1990, was first revised in 1994. In both cases, an Environmental Impact Statement was prepared as part of the approval process. The current changes to the plan do not affect the total density of development for the area but does involve the re-distribution of land uses and density within the planning area.

This report documents the findings of a traffic study conducted by Kaku Associates, Inc. to evaluate the potential traffic impacts of proposed revised Kakaako Makai Plan. Kakaako Makai area, which is illustrated in Figure 1, is the portion of the Kakaako Community Development District which includes the Kakaako Peninsula located makai of Ala Moana Boulevard lying between the downtown area of Honolulu and Waikiki. The Makai Area, which is part of the State of Hawaii's waterfront revitalization program, extends from Kewalo Basin to Honolulu Harbor and to the ocean. Also included is the parcel bounded by Nimitz Highway, Bishop, and Richards Streets, and Ala Moana Boulevard.

## PROJECT DESCRIPTION

The proposed project, which is the subject of this study, is a portion of the master plan and is, therefore, a plan itself rather than a specific project. The project is a portion of the Kakaako Makai area and will be incorporated into the Hawaii Community Development Authority's Makai Area Plan. As illustrated in Figure 1, the project site is located on the makai side of Ala Moana Boulevard in the Kakaako Area, roughly mid-way between Downtown Honolulu and Waikiki. The proposed project specifically includes the redevelopment of both publicly owned land as well as privately owned land. The proposed development scenario for the Kakaako Makai Area Plan includes approximately 7.5 million square feet of primarily non-residential development with the majority in commercial office, retail, and recreation uses. Table 1 summarizes the development



**KAKU ASSOCIATES**

FIGURE 1  
LOCATION OF PROJECT SITE

**TABLE 1**  
**DESCRIPTION OF DEVELOPMENT SCENARIO**  
**FOR MAKAI AREA PLAN**

| LAND USE                   | <b>7.5 MILLION SF<br/>DEVELOPMENT OPTION</b> |
|----------------------------|--|
|                            | Size   |
| <b><u>Public Land</u></b>  |  |
| 1 Commercial Office        | 2,995,680 sf                                 |
| 2 Waterfront Retail        | 605,780 sf                                   |
| 3 Street Retail            | 620,000 sf                                   |
| 4 Attractions:             |  |
| Aquarium                   | 200,000 sf                                   |
| Childrens Discovery Center | 36,000 sf                                    |
| Performing Arts Theater    | 50,000 sf                                    |
| Museum                     | 75,000 sf                                    |
| Cultural Facility          | 39,000 sf                                    |
| 5 Industrial               | 760,540 sf                                   |
| Public Land Subtotal       | 5,382,000 sf                                 |
| <b><u>Private Land</u></b> |  |
| 1 Commercial Office        | 1,935,000 sf                                 |
| 2 Street Retail            | 213,000 sf                                   |
| Private Land Subtotal      | 2,148,000 sf                                 |
| <b>TOTAL DEVELOPMENT</b>   | <b>7,530,000 sf</b>                          |

Source:  
Hawaii Community Development Authority.

scenario by land use type indicating that the most significant use in the plan is commercial office space with approximately 3 million square feet on public land and 1.94 msf on private land.

## **STUDY SCOPE**

The scope for this study was developed in conjunction with the Hawaii Community Development Authority. The base assumptions, technical methodologies, and geographic coverage of the study were all identified as part of the study approach.

The study approach is directed toward developing an understanding of the future conditions expected to exist within the study area including the entire Kakaako Redevelopment Area both mauka and makai as well as the area immediately adjacent to the study area. This is followed by an evaluation of the potential impacts of the future project traffic on the existing roadway system and the ability to identify measures that would mitigate these impacts. The effectiveness of each alternative improvement to mitigate the identified impacts is estimated. The final step is to select a mitigation package and to determine if any remaining unmitigated impacts would remain if it is implemented.

## **II. EXISTING CONDITIONS**

A data collection effort was undertaken to develop a detailed description of the existing conditions in the vicinity of the proposed project. The assessment of conditions relevant to this study include a description of streets and highways that serve the study area, traffic volumes on these facilities, and operating conditions of the key intersections in the study area. Existing traffic studies and other sources were also reviewed for prospective counts, street inventory and details of other development projects in the area.

### **LAND USE**

At present, the general mix of land uses in the Makai Area consists of maritime industrial, cargo and warehousing operations at Fort Armstrong; car dealerships, light industrial, public facilities, and commercial office activities in the central portion of the peninsula; and the new 30-acre Kakaako Waterfront Park located adjacent to Point Panic, a popular site for body surfers. The Kakaako Peninsula also accommodates a large number of public facilities including the city and County of Honolulu Board of Water Supply and Department of Public Works equipment storage and maintenance areas, the Department of Health, and the Ala Moana Wastewater Pump Station. The State Department of Agriculture Plant Quarantine Station, and Weights and Measures Branch are also there. The Kewalo Basin area, located Diamond Head of the project study area but a part of the Kakaako Makai Area, provides primary berthing locations for Oahu's commercial fishing fleet, excursion boats, and charter fishing boats. Landside activities surrounding the harbor include maritime support operations, marine research, and commercial restaurant operations. It includes 25 acres of land and 30 acres of water area.

### **STREETS AND HIGHWAYS**

Regional access is provided to the project area by four major roadways: Ala Moana Boulevard which provides east-west access and serves as the mauka boundary of the area, Ward Avenue

which provides north-south access on the Diamond Head end of the site, and South Street and Punchbowl Avenue which provide north-south access to the study area on the Ewa end of the site.

- Ala Moana Boulevard - Ala Moana Boulevard provides the primary regional access to the study area for the study area. Running basically as a major east-west arterial roadway, it provides six lanes with a raised median. It runs from the edge of Waikiki through the study area, through downtown Honolulu where it becomes Nimitz Highway, and continues past Middle Street where it has access to H-1. There are left turn storage lanes at major intersections throughout the study area, most of which are signalized. Parking is not allowed at any time on any segment of this roadway.
- Ward Avenue - Ward Avenue runs north-south from Ala Moana Boulevard, at Kewalo Basin, its southern terminus, to the H-1 freeway, its northern terminus. It is a four lane roadway with left turn storage lanes at major intersections. It provides direct access to many commercial and retail land uses as well as the Blaisdel Center. Full access is allowed to all adjacent land uses and on-street parking is available throughout its length.
- Punchbowl Street - Punchbowl Street is a southbound one-way street which connects the H-1 freeway to the study area. It is a two-way roadway with two lanes in each direction from H-1 to Beretania Street. From Beretania Street to Ala Moana Boulevard, where it terminates, it varies from three to five lanes depending on location because of variations in pavement width and on-street parking restrictions. Punchbowl provides three southbound lanes at Ala Moana Boulevard.
- South Street - South Street is generally a one-way northbound roadway which connects the project site to the H-1 Freeway via Beretania Street and Punchbowl Street. It is a two-way roadway from Ala Moana Boulevard, its southern terminus, to Pohukaina Street providing two lanes in each direction. North of Pohukaina Street it is a one-way roadway to King Street providing two to five lanes depending on pavement width and on-street parking restrictions, and time of day. It turns into Alapai Street north of King Street. Parking is allowed on the Diamond Head side of South Street north of Ala Moana Boulevard during the midday off-peak periods limiting it to one northbound lane.
- Ilalo Street - Ilalo Street is a two lane east-west collector street located south of Ala Moana Boulevard within the study area. The street exists for five blocks within the Kakaako Peninsula from Keawe Street to Ahui Street and would provide access to the various project sites as well as the Kakaako Waterfront Park.

The study area is served by a series of local two-lane north south streets including Keawe Street, Coral Street, Cooke Street, Ohe Lane, Koula Street, and Ahui Street. These roadways all connect Ilalo Street with Ala Moana Boulevard. The following study intersections were identified as being the most relevant to the study:



1. Punchbowl Street and Ala Moana Boulevard
2. South Street and Ala Moana Boulevard
3. Keawe Street and Ala Moana Boulevard
4. Coral Street and Ala Moana Boulevard
5. Cooke Street and Ala Moana Boulevard
6. Ohe Lane and Ala Moana Boulevard
7. Koula Street and Ala Moana Boulevard
8. Ahui Street and Ala Moana Boulevard
9. Ward Avenue and Ala Moana Boulevard

The locations and the existing lane configurations of these nine study intersections are illustrated in Figure 2 and Figure A-1 of the Appendix.

## **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Traffic counts were conducted at each of the study intersections by Kaku Associates in May, 1996 during the morning and evening peak hours. These existing peak hour traffic volumes, which are illustrated in Figure 3, were adjusted using a growth factor of one percent to reflect the expected increase in activity in the area from 1996 to 1997. The 1997 existing traffic volumes were analyzed using intersection capacity analysis techniques acceptable to the City and County Department of Transportation Services (DTS) and the State of Hawaii Department of Transportation (HDOT). The peak hour turning movement traffic counts were supplemented with daily traffic volumes on the major roadways, which were obtained from the DTS and HDOT and summarized in Figure 4.

### **Intersection Level of Service Methodology**

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent or free flow conditions at LOS A to overloaded conditions at LOS F. Level of service definitions are summarized in Table 2 for signalized intersections. In most urban areas such as the City and County of Honolulu, the minimum acceptable standard for a signalized intersection is Level of Service D. The "Critical Movement Analysis-Planning" (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for each of the

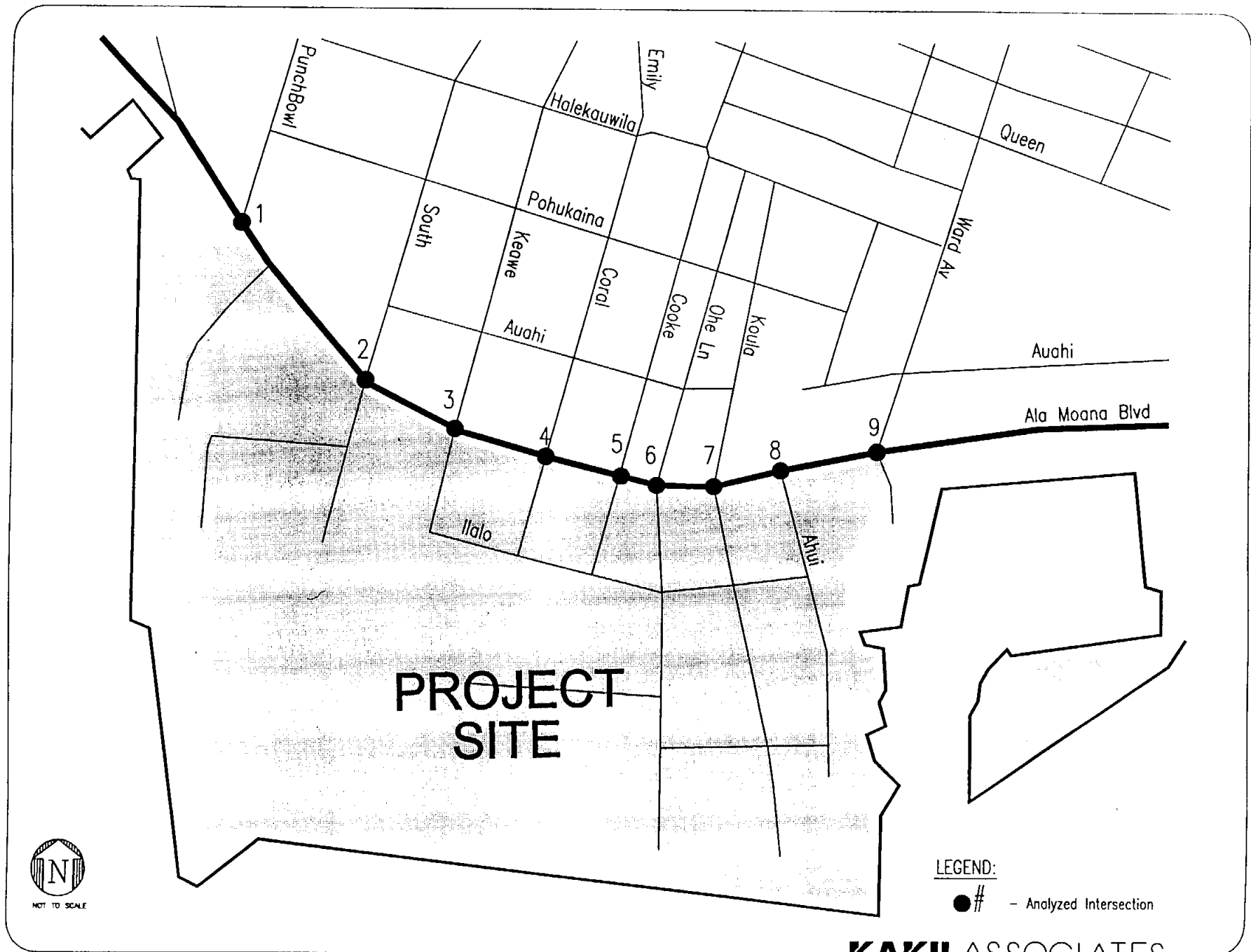


FIGURE 2  
 LOCATION OF ANALYZED INTERSECTIONS

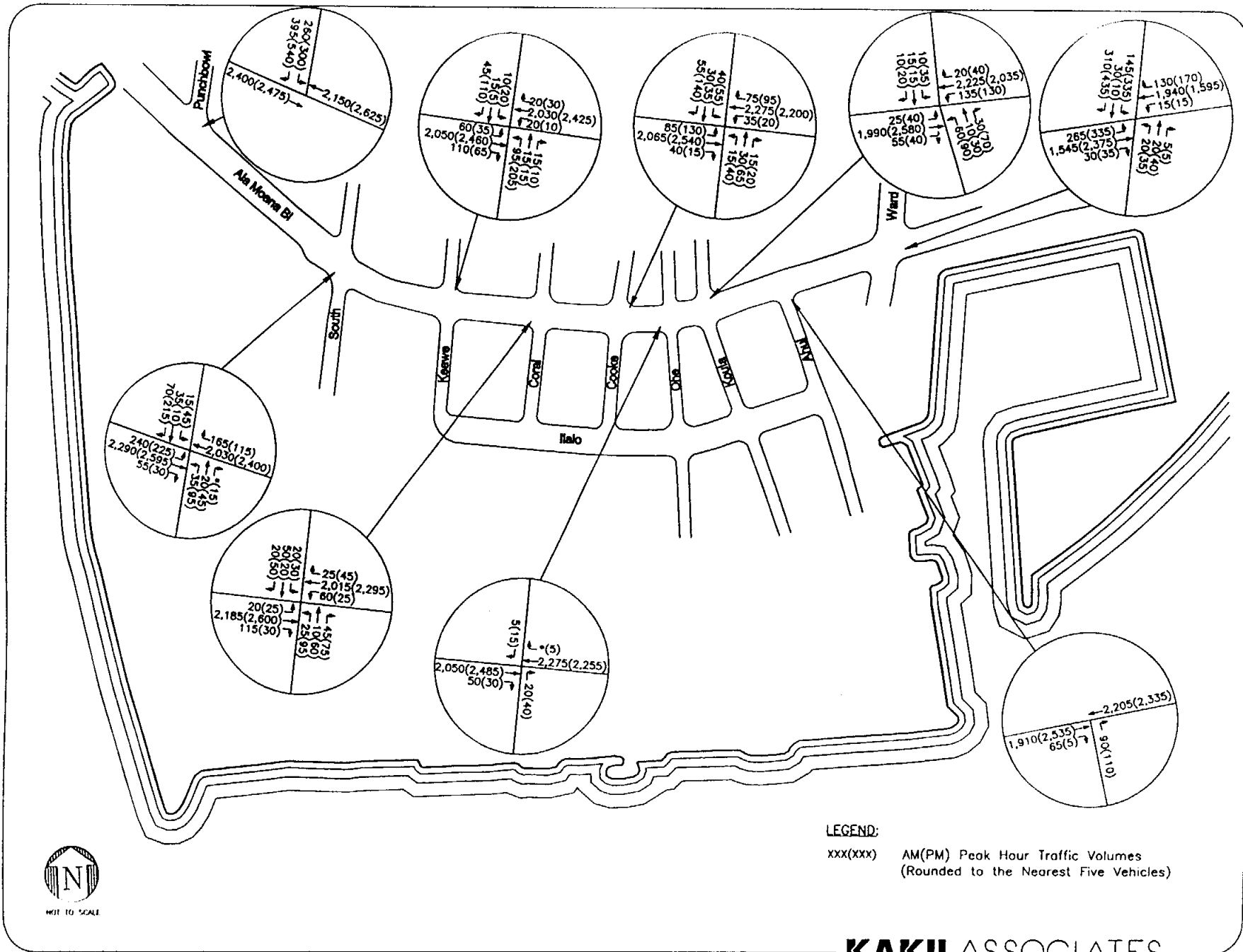


FIGURE 3  
 EXISTING YEAR 1997 PEAK HOUR INTERSECTION TRAFFIC VOLUMES



**TABLE 2**  
**LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

| Level of Service | Volume/Capacity Ratio | Definition  |
|------------------|-----------------------|---|
| A                | 0.00 - 0.60           | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.  |
| B                | 0.61 - 0.70           | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.  |
| C                | 0.71 - 0.80           | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.   |
| D                | 0.81 - 0.90           | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.                            |
| E                | 0.91 - 1.00           | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.  |
| F                | >1.00                 | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. |

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

intersections within the study area using the peak hour turning movement counts summarized in Figure 3 and the intersection lane characteristics as summarized in Figure A-1 of the Appendix.

### **Peak Hour Levels of Service**

Table 3 summarizes existing volume to capacity (V/C) ratios and LOS at each of the nine study intersections for both the morning and afternoon peak hours. The results of this analysis indicate that all of the nine study intersections currently operate at LOS C or better during the morning peak hour. During the evening peak hour, however, four operate at LOS D. These intersections include South Street, Keawe Street, Cooke Street, and Koula Street along Ala Moana Boulevard. A copy of the LOS analysis worksheets are provided in the Technical Appendix as a separate document for this report.

**TABLE 3**  
**YEAR 1997 EXISTING CONDITIONS**  
**INTERSECTION PEAK HOUR LEVEL OF SERVICE**

| INTERSECTION                | AM PEAK HOUR |     | PM PEAK HOUR |     |
|-----------------------------|--------------|-----|--------------|-----|
|                             | V/C          | LOS | V/C          | LOS |
| 1 Punchbowl St. & Ala Moana | 0.58         | A   | 0.76         | C   |
| 2 South St. & Ala Moana     | 0.74         | C   | 0.85         | D   |
| 3 Keawe St. & Ala Moana     | 0.66         | B   | 0.84         | D   |
| 4 Coral St. & Ala Moana     | 0.65         | B   | 0.78         | C   |
| 5 Cooke St. & Ala Moana     | 0.69         | B   | 0.83         | D   |
| 6 Ohe Ln. & Ala Moana       | 0.52         | A   | 0.58         | A   |
| 7 Koula St. & Ala Moana     | 0.69         | B   | 0.84         | D   |
| 8 Ahui St. & Ala Moana      | 0.49         | A   | 0.56         | A   |
| 9 Ward Av. & Ala Moana      | 0.74         | C   | 0.79         | C   |

### **III. CUMULATIVE BASE TRAFFIC PROJECTIONS**

In order to properly evaluate the potential impact of the proposed redevelopment program for the Kakaako Makai Plan Area on the local roadway system and to identify the necessary roadway improvements to mitigate impacts, it is necessary to prepare forecasts of future traffic conditions in the study area which reflect the projected changes in land use. The future conditions without the project represent the Cumulative Base traffic conditions. The basis for the preparation of traffic forecasts which represent the Cumulative Base are described below. The basis for the preparation of traffic forecasts for the project itself are discussed in the next chapter.

#### **TRAFFIC FORECASTING METHODOLOGY**

The development of traffic forecasts which reflect future conditions without the project, Cumulative Base conditions, considered growth in traffic from two sources. They are:

1. Identification of a growth factor, or a set of growth factors, that reflects the increases in traffic caused by regional or islandwide growth and development and is consistent with the timeframe of the proposed project. This factor would be applied to actual traffic counts to project future conditions resulting from the regional growth.
2. The addition of traffic from specific development projects located in the vicinity of the project study area that are expected to be implemented within the same timeframe as the proposed project.

A review of currently available traffic projections for the area indicated that the regional travel demand forecasting model developed and used by the Oahu Metropolitan Planning Organization (OMPO) provides long-range projections for Year 2020. It was determined that the use of these forecasts would ensure that the traffic projections for the Kakaako Makai Area Plan would maintain a level of consistency with the regional transportation planning activities that have been undertaken in the area by the various local agencies including the OMPO, the City and County DTS, and the State DOT. These forecasts were used to develop; growth factor for the study area



which represents growth in through traffic, i.e., traffic that has neither an origin or destination within the study area but uses the street system to pass through it.

The traffic forecasting methodology also includes the increases in traffic expected to result from specific development projects in the immediate vicinity of the proposed project study area. These were identified and quantified with the assistance of the HCDA staff and included in the development of future traffic projections.

### **AMBIENT GROWTH RATE**

The growth in areawide traffic due to increased activities on a regional basis is referred to as the ambient growth rate. As indicated, in order to ensure a level of consistency with the regional transportation planning activities on Oahu, the ambient growth rate for this project was derived from data provided by the OMPO regional travel demand forecasting model. The model output indicates that in general, traffic volumes are expected to increase at a rate of one percent per year in the vicinity of the study area. Since this rate represents growth in traffic resulting from increases in activity throughout the Island, including the study area, it was necessary to estimate the portion that only reflects growth outside the study area. It was determined that a growth rate of 1/2 percent per year, or a growth of 11.5% from 1997 to Year 2020, would be an appropriate factor to reflect increases in through traffic on streets within the study area.

### **CUMULATIVE PROJECTS**

Based on discussions with the HCDA planning staff, it was determined that a significant amount of growth and development is expected to occur outside the immediate area of the Kakaako Makai Area Plan but within the immediate study area of this analysis.

#### **Description of Cumulative Projects**

The growth in this area is expected to be distributed throughout the area mauka of the project site and includes about 5,000 dwelling units, 1.9 million square feet of retail, 1.3 million square

feet of office spaces, and 270,000 square feet of industrial development. A total of approximately 8.1 million square feet of residential, commercial and industrial development is projected to occur within the mauka area of the study area by Year 2020. It should be noted that this represents a density of development which is only 60 percent of the allowable density in the area.

### **Trip Generation of Cumulative Projects**

Development projections were used to develop traffic forecasts for the mauka area of Kakaako. Table 4 summarizes the trip generation rates used in the development of the traffic forecasts for the cumulative projects. It should be noted that the trip generation rates summarized in Table 4 are "standard" national rates which do not reflect local condition which can vary from area to area, and they are based on the assumption that the land use is a stand alone facility. The trip generation estimates for the cumulative projects include two adjustments that address the difference in mode choice, i.e., the usage of bus transit as means of travel in Honolulu and the potential interrelationship of the various land uses with each other. It should be noted that a more detailed discussion of the justification for and the magnitude of the adjustments is included in the description of trip generation for the proposed project. A similar procedure was used for the cumulative projects. The trip generation estimates for the cumulative projects are summarized as followed:

|              | Number of Vehicle Trips |       |       |
|--------------|-------------------------|-------|-------|
|              | IN                      | OUT   | TOTAL |
| AM Peak Hour | 1,253                   | 855   | 2,108 |
| PM Peak Hour | 1,978                   | 2,239 | 4,217 |
| Daily        | 44,358                  |       |       |

### **Trip Distribution and Traffic Assignment**

The geographic distribution of traffic generated by the cumulative projects was developed from information obtained from the OMPO travel demand forecasting model and from the traffic counts conducted in the area. The distribution patterns are illustrated in Figure 5.

**TABLE 4**  
**TRIP GENERATION RATES**

| LAND USE                                  | Average Daily Rate | AM Peak Hour |      |       | PM Peak Hour |      |       |
|---|--------------------|--------------|------|-------|--------------|------|-------|
|   |                    | Rate         | % In | % Out | Rate         | % In | % Out |
| Office<br>(Trips per 1,000 gla)           | [1]                | [1]          | 89%  | 11%   | [1]          | 17%  | 83%   |
| Retail<br>(Trips per 1,000 gla)           | [1]                | [1]          | 63%  | 37%   | [1]          | 50%  | 50%   |
| Amusement Park<br>(Trips per acre)        | 75.76              | 0.21         | 88%  | 12%   | 3.95         | 61%  | 39%   |
| Theater<br>(Trips per 1,000 gla)          | 77.79              | 0.21         | 50%  | 50%   | 6.14         | 94%  | 6%    |
| Light Industrial<br>(Trips per 1,000 gla) | 6.97               | 0.92         | 83%  | 17%   | 0.98         | 12%  | 88%   |

Notes on Trip Generation Rates:

[1] Office and retail rates vary according to the size of the development. Trip generation for general office buildings calculated using the following formulas:

Daily Rate:  $\ln(T) = 0.756 \times \ln(A) + 3.765$   
(where A is less than 800,000 gfa)

AM Rate:  $\ln(T) = 0.777 \times \ln(A) + 1.674$ ; 89% inbound/11% outbound  
(where A is less than 800,000 gfa)

PM Rate:  $\ln(T) = 0.737 \times \ln(A) + 1.831$ ; 17% inbound/83% outbound  
(where A is less than 800,000 gfa)

Trip generation for retail shopping centers calculated using the following formulas:

Daily Rate:  $\ln(T) = 0.625 \times \ln(A) + 5.985$   
(where A is less than 570,000 gla)

$\ln(T) = 0.756 \times \ln(A) + 5.154$   
(where A is greater than 570,000 gla)

AM Rate:  $\ln(T) = 0.589 \times \ln(A) + 2.378$ ; 63% inbound/37% outbound

PM Rate:  $\ln(T) = 0.637 \times \ln(A) + 3.553$ ; 50% inbound/50% outbound  
(where A is less than 600,000 gla)

$\ln(T) = 0.725 \times \ln(A) + 2.987$ ; 50% inbound/50% outbound  
(where A is greater than 600,000 gla)

Where:

$\ln$  = Natural logarithm

T = Two-way volume of traffic (total trip-ends)

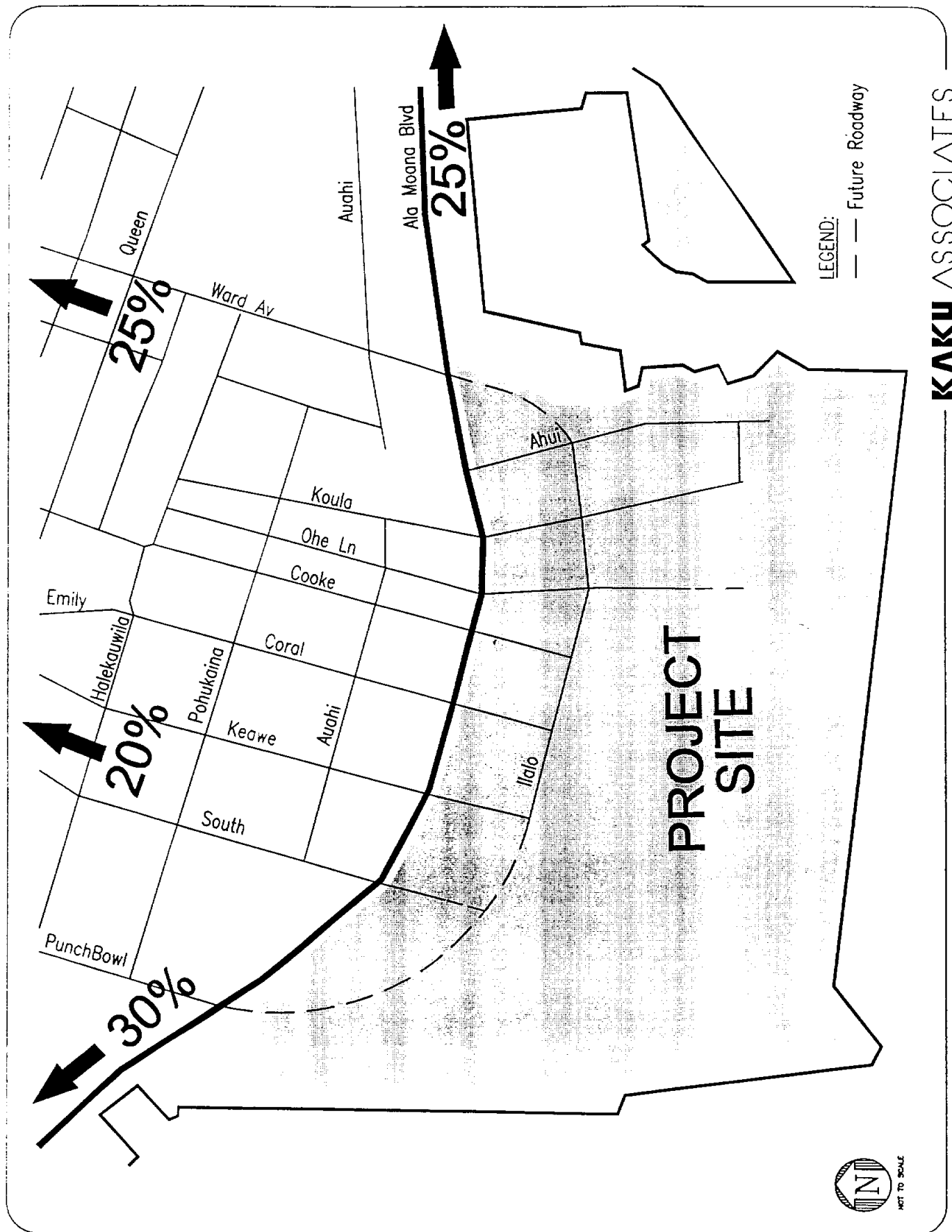
A = Area in 1,000 gross floor area (or gross square feet of leasable area)

gfa = gross floor area

gla = gross leasable area

Source: Institute of Transportation Engineers, "Trip Generation (5th Edition)," 1991.

**FIGURE 5**  
YEAR 2020 TRIP DISTRIBUTION



## CUMULATIVE BASE TRAFFIC FORECASTS

As described above, the 1997 Existing traffic volumes were adjusted by a growth factor of 11.5 percent to reflect ambient growth from 1997 to Year 2020. These adjusted volumes were added to the traffic generated by the cumulative projects as described above. The resulting traffic volumes represent the Year 2020 Cumulative Base traffic forecasts, i.e., future traffic conditions without the proposed project. These Year 2020 Cumulative Base traffic forecasts, which are illustrated in Figure 6, were analyzed to assess the projected levels of service for future conditions without the proposed project. The results of the intersection capacity analysis, which are summarized in Table 5, indicate that 7 of the 9 intersections are projected to operate at an unacceptable level of service, i.e., LOS E or F, during one or both of the peak hours. The intersections of Ohe Lane/Ala Moana Boulevard and Ahui Street/Ala Moana Boulevard are expected to operate at LOS C during the evening peak hour and LOS B during the morning peak hour.

The results of the analysis summarized in Table 5 also indicate that the traffic volumes in the study area in general, and along Ala Moana Boulevard in particular, are expected to increase significantly over the period from 1997 to Year 2020 based on growth and development projects for the island in general and the Kakaako Mauka Area in particular. This increase in traffic is expected to lead to a significant deterioration in the operating conditions on Ala Moana, as exhibited by the numerous LOS E and F intersections under these future conditions. It is important to recognize that these unacceptable levels of service (based on current DTS and DOT standards) are projected to occur without consideration of any growth in the project site and, therefore, without the consideration of project traffic.

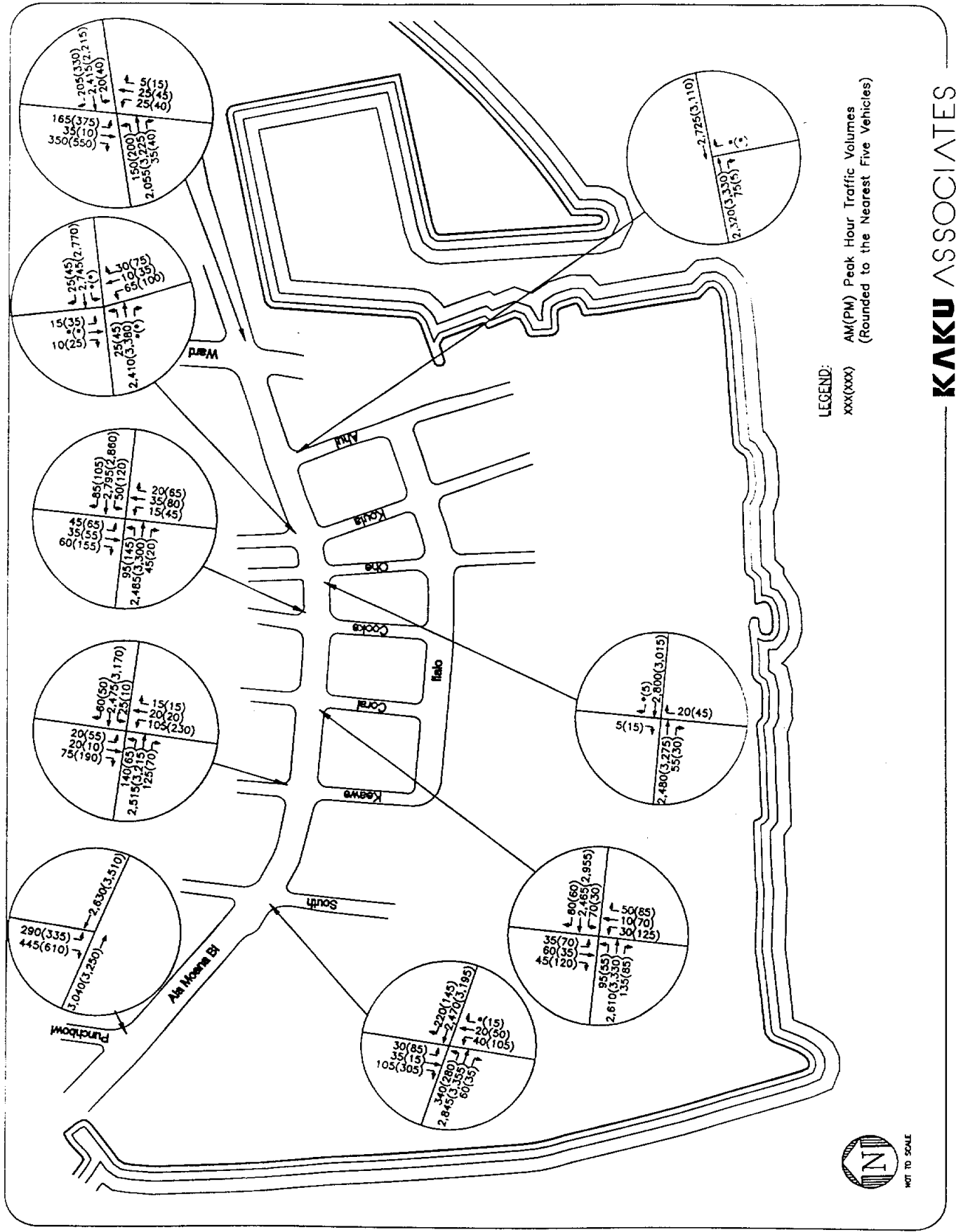


FIGURE 6  
 YEAR 2020 CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

**TABLE 5**  
**YEAR 2020 CUMULATIVE BASE CONDITIONS**  
**INTERSECTION PEAK HOUR LEVEL OF SERVICE**

| INTERSECTION                | PEAK HOUR | YEAR 1997 EXISTING |     | YEAR 2020 CUMULATIVE BASE |     |
|-----------------------------|-----------|--------------------|-----|---------------------------|-----|
|                             |           | V/C                | LOS | V/C                       | LOS |
| 1 Punchbowl St. & Ala Moana | AM        | 0.58               | A   | 0.82                      | D   |
|                             | PM        | 0.76               | C   | 0.98                      | E   |
| 2 South St. & Ala Moana     | AM        | 0.74               | C   | 0.94                      | E   |
|                             | PM        | 0.85               | D   | 1.20                      | F   |
| 3 Keawe St. & Ala Moana     | AM        | 0.66               | B   | 0.86                      | D   |
|                             | PM        | 0.84               | D   | 1.12                      | F   |
| 4 Coral St. & Ala Moana     | AM        | 0.65               | B   | 0.78                      | C   |
|                             | PM        | 0.78               | C   | 1.03                      | F   |
| 5 Cooke St. & Ala Moana     | AM        | 0.69               | B   | 0.83                      | D   |
|                             | PM        | 0.83               | D   | 1.03                      | F   |
| 6 Ohe Ln. & Ala Moana       | AM        | 0.52               | A   | 0.62                      | B   |
|                             | PM        | 0.58               | A   | 0.74                      | C   |
| 7 Koula St. & Ala Moana     | AM        | 0.69               | B   | 0.74                      | C   |
|                             | PM        | 0.84               | D   | 0.97                      | E   |
| 8 Ahui St. & Ala Moana      | AM        | 0.49               | A   | 0.61                      | B   |
|                             | PM        | 0.56               | A   | 0.74                      | C   |
| 9 Ward Av. & Ala Moana      | AM        | 0.74               | C   | 0.86                      | D   |
|                             | PM        | 0.79               | C   | 1.13                      | F   |

#### **IV. CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS**

Cumulative Plus Project traffic projections for Year 2020 were also developed using a similar methodology by adding the project generated traffic to the Cumulative Base forecasts. The following provides a detailed description of the development of these project-generated traffic projections as well as the analysis of these future volumes.

##### **PROJECT DESCRIPTION**

The proposed project consists of two major elements. The first is the land use plan including the types of land use, the density of development, and the distribution of the development among the various blocks within the study area. The second element is the list of transportation improvements planned as part of the overall plan for the Kakaako Makai Area.

##### **Land Use Plan**

Although there are only a few specific development projects that are actually planned for the Kakaako Makai Area, an allocation of land use type and density has been projected. In order to facilitate the analysis of the area, the Makai area has been divided into 24 subareas as illustrated in Figure 7. The approximately 7.5 million square feet of development projected for ultimate development in the Kakaako Makai Area is summarized in Table 6. The table indicates the type of land use and the density of development expected in each zone.



FIGURE 7  
LOCATION OF PROJECT DEVELOPMENT PARCELS



**TABLE 6**  
**LAND USE ASSUMPTION BY DEVELOPMENT SUBAREAS**

| Subarea | Zoning | Acreage | Lot Area (s.f.) | FAR  | Height | Total Floor |
|---------|--------|---------|-----------------|------|--------|-------------|
| 1       | MUZ-I  | 9.3     | 405,000         | 1.00 | 65     | 405,000     |
| 2       | PU     | 9.18    | 400,000         | 0.80 | 45     | 320,000     |
| 3a      | C      | 2.79    | 121,532         | 3.50 | 300    | 425,362     |
| 3b      | C      | 1.05    | 45,738          | 1.50 | 45     | 68,607      |
| 3c      | PU     | 1.02    | 44,431          | 0.50 | 45     | 22,216      |
| 4       | C      | 3.62    | 157,500         | 3.50 | 300    | 551,250     |
| 5       | C      | 3.1     | 135,000         | 3.50 | 300    | 472,500     |
| 6       | P      | 2.09    | 91,000          | 0.10 | 45     | 9,100       |
| 7       | C      | 2.81    | 122,200         | 3.50 | 300    | 427,700     |
| 8       | C      | 3.17    | 138,000         | 3.50 | 300    | 483,000     |
| 9       | C      | 3.33    | 145,000         | 2.50 | 300    | 362,500     |
| 10      | MUZ-I  | 52.86   | 2,302,700       | 0.15 | 45     | 345,405     |
| 11      | C      | 6.89    | 300,000         | 1.50 | 45     | 450,000     |
| 12      | C      | 4.87    | 212,000         | 3.00 | 300    | 636,000     |
| 13      | C      | 5.93    | 258,500         | 2.00 | 150    | 517,000     |
| 14      | P      | 3.44    | 150,000         | 0.10 | 45     | 15,000      |
| 15      | C      | 2.82    | 123,000         | 2.00 | 300    | 246,000     |
| 16      | C      | 2.87    | 125,000         | 0.80 | 100    | 100,000     |
| 17      | C      | 2.75    | 120,000         | 2.00 | 200    | 240,000     |
| 18      | C      | 2.15    | 93,700          | 2.00 | 200    | 187,400     |
| 19      | C      | 5.65    | 246,000         | 0.60 | 45     | 147,600     |
| 20      | P      | 30.83   | 1,343,100       | 0.00 | 45     | 0           |
| 21      | P      | 5.39    | 235,000         | 1.00 | 45     | 235,000     |
| 22      | WC     | 11.72   | 510,500         | 1.50 | 45     | 765,750     |
| 23      | WC     | 10.94   | 476,400         | 0.10 | 45     | 47,640      |
| 24      | P      | 4.82    | 210,000         | 0.20 | 45     | 42,000      |
| Total   |        | 195.39  | 8,511,301       |      |        | 7,522,030   |

Note:

Source: HCDA.

## Transportation Improvements

The recommended roadway plan for the Kakaako Makai Area, as recommended in Circulation Plan for the Kakaako Makai Area Master Plan, for the Hawaii Community Development Authority, October, 1996, is illustrated in Figure 8. The figure, which illustrates the number of lanes on each of the roadways within the study area, also indicates the key features of the plan:

- The Punchbowl Street extension and the Ward Avenue extension to included ensure that the development areas makai of Ala Moana Boulevard have adequate access.
- The widening of the north/south roads to provide internal access and circulation within the study area.
- Also included are improvements to each of the intersections of the north/south roads with Ala Moana Boulevard.
- The closure of Ohe Street from Ala Moana Boulevard south makai of Ilalo Street.

Figure 8 indicates the roadways widths for each street including Ilalo Street (5 lanes) and each of the north-south roadways that provide access between Ala Moana Boulevard, Ilalo Street and the various development sites. The figure also indicates the proposed intersection lane configurations at each of the key intersections within the study area.

The northbound and southbound approaches of the intersection of Keawe Street with Ala Moana Boulevard are currently offset, requiring that the signal at this intersection be operated as a four-phase signal. Re-alignment of the northbound approach, the south leg of the intersection, to align the approaches is a necessary element of the recommended improvement plan for the study area. Although this may require acquisition or use of right-of-way that would otherwise be used for future development, if Keawe Street is to remain open at Ala Moana Boulevard, it should be re-aligned to create a more normal 4-legged intersection.

Because the roadway master plan includes several two lane streets, it is important that the design guidelines provide sufficient turning areas at each of the intersections. According to A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 1994, the minimum design turning radius for a passenger car is 7.3 meter (approximately 24 feet). Using 25 feet as the minimum turning radius will provide a conservative guideline for passenger cars which will be the primary vehicles using the roadways within the

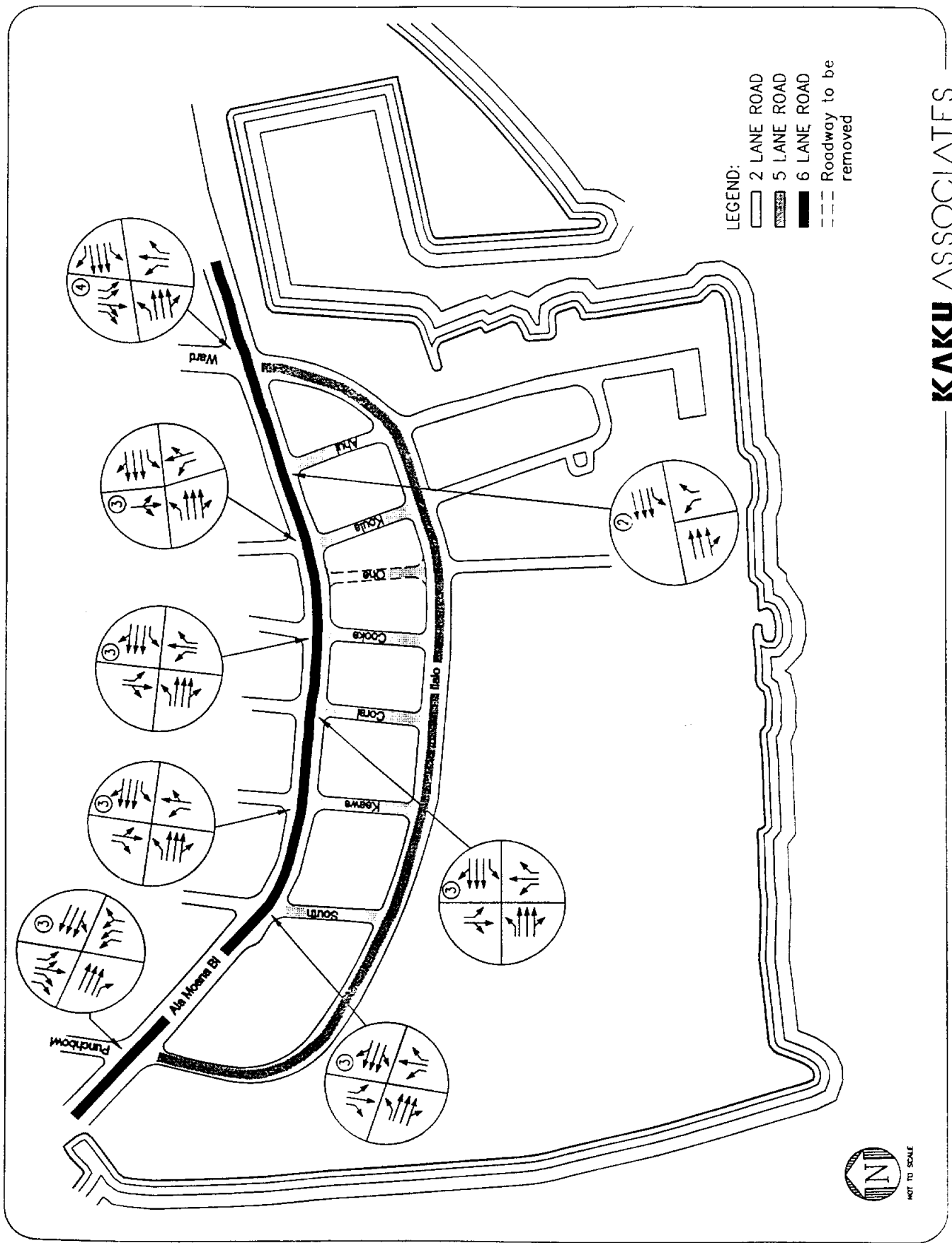


FIGURE 8  
YEAR 2020 RECOMMENDED ROADWAY PLAN

project site. Therefore, it is recommended that a minimum turning radius of 25 feet is to be required at all intersections.

### **Alternative Transportation Plans**

The development of the Kakaako Makai Area Roadway Master Plan involved the identification and consideration of a variety of alternative schemes for the makai area. The alternative schemes, which were identified and developed in conjunction with the HCDA staff, included the following concepts:

- **Alternative 1 - East and West Connection** - assumes extensions to Punchbowl Street and Ward Avenue both connecting to Ilalo Street.
- **Alternative 2 - Without East Connector** - similar to Alternative 1 with the elimination of the Ward Avenue extension.
- **Alternative 3 - Without West Connector** - similar to Alternative 1 with the elimination of the Punchbowl Street extension.
- **Alternative 4 - One-Way Couplet** - similar to Alternative 1 but Punchbowl Street extension would be one-way southbound and South Street one-way northbound.
- **Alternative 5 - One-Way System** - similar to Alternative 1 but most street would become part of a one-way system each of the north-south streets as well as Ilalo Street and Ala Moana Boulevard.

The alternatives schemes were evaluated using criteria that included the ability to provide adequate capacity to accommodate future traffic volumes, future operating conditions and intersection levels of service, impact on land use and urban design, consistency with development goals, and impact on physical and social environment. The results of the evaluation of alternatives indicate that the v/c ratios under Alternative 1 provide the greatest overall improvement over existing conditions. Although the one-way schemes in Alternative 4 and 5 have some advantages, they are minimal compared to Alternative 1. The improvement in operating conditions at some locations (i.e., intersections along Ala Moana Boulevard between South Street and Ahui Street) is offset by the deterioration in level of service at others (i.e., at Punchbowl Street and Ward Avenue). It was also determined that the impact of the one-way

schemes on the pedestrian environment and on the urban design goals for the area could be significant without sufficient traffic-related benefits to compensate for losses in these areas.

Therefore, the Circulation Study for the Kakaako Makai Area Master Plan recommended that Alternative 1 be implemented with the addition of some minor local improvements at some of the intersections in the study area.

## **PROJECT TRAFFIC**

The development of traffic projections for the proposed project involved the use of the following three-step process which includes trip generation, trip distribution, and traffic assignment.

### **Traffic Generation**

The magnitude of traffic expected to be generated by the proposed project was estimated through the application of trip generation rates contained in the *Trip Generation, 5th Edition* (Institute of Transportation Engineers, 1991). The trip generation rates for the specific land uses included in this project are summarized in Table 4. The standard ITE trip generation rates illustrated in Table 4 were then adjusted by the following factors to better represent local conditions on Oahu and specifically in the Kakaako Makai Plan Area.

**Mode Split Adjustments.** The standard ITE Trip Generation Manual has, as an inherent characteristic for each land use and/or category, an assumed mode split percentage and auto occupancy factor included in the trip rate. Like the trip rates, these factors are derived from empirical data, most of which is obtained from "typical" suburban land uses. A review of the OMPO travel demand model indicates that the mode split percentages and auto occupancy factors for Oahu are currently and projected to be higher in the future than those found in most suburban areas of the U.S. Data from the OMPO model was obtained for those zones that represent the Kakaako Makai area and was used to adjust the ITE trip generation rates to better reflect transit usage and car pooling characteristics of trip makers in Honolulu, and more specifically for trips made to and from Kakaako. The effect of the first adjustment was, therefore,

to the reduce the ITE trip generation rates for use on projects in the Kakaako Makai Area as well as the Kakaako Mauka Area.

**Internal Capture Adjustments.** The concept of internal capture relates to the inter-relationship of patrons generated by each of the land uses within a project area. For example, it can be reasonably assumed that in a mixed use development, a portion of the patrons for the retail component would be employees of the office component. When closely grouped developments with differing land uses exist, it can be assumed that a percentage of the trips generated by each would be internal to the development, or captured internally. These trips would be walk trips between adjacent developments and would not result in the generation of vehicle trips. Vehicular trip generation estimates are, therefore, reduced accordingly by the appropriate internal capture ratios.

**Trip Generation Estimate.** Table 7 summarizes the vehicle trip generation estimate for each of zone. Each is based on the ITE trip generation rates which were adjusted to reflect localized mode split and auto occupancy, and by their internal capture percentages. The trip generation estimates in Table 7 indicate that the 7.5 million square feet of development is projected to generate a daily total of approximately 47,700 vehicle trips per day (vpd), of which 3,300 vehicles per hour (vph) are expected to occur during the morning peak hour and 4,300 vph during the evening peak hour.

Although the overall Kakaako Makai Area Plan is to include the entire 7.5 million square of development, it is projected that much less would be implemented by Year 2020. Based on direction from the HCDA Planning Department staff, it is assumed that the density of development by Year 2020 would be 60 percent of the total allowable development in the Makai area. As indicated in Table 7, it is projected that the 4.5 million square feet of development, which represents 60 percent of the total allowable density in the Makai area, would generate a total of 28,600 daily trips by Year 2020. For the purposes of this document, this level of density will be evaluated and the impacts will be based on this total of traffic.

A detailed description of the trip generation estimates, including adjustments made for mode split, auto occupancy and internal capture is provided in Tables A-1 through A-3 in the Appendix.

**TABLE 7**  
**PROJECT TRIP GENERATION ESTIMATES**

| Development Subareas | Zoning | Daily Trips | AM Peak Hour |     |       | PM Peak Hour |       |       |
|----------------------|--------|-------------|--------------|-----|-------|--------------|-------|-------|
|                      |        |             | In           | Out | Total | In           | Out   | Total |
| 1                    | MUZ-I  | 1,074       | 164          | 31  | 195   | 4            | 171   | 175   |
| 2                    | PU     | 176         | 28           | (1) | 27    | 8            | 5     | 12    |
| 3                    | C/PU   | 283         | 45           | (2) | 43    | 13           | 7     | 20    |
| 4                    | C      | 1,151       | 169          | 5   | 174   | 5            | 80    | 84    |
| 5                    | C      | 987         | 145          | 4   | 149   | 4            | 68    | 72    |
| 6                    | P      | (6)         | 2            | 0   | 2     | (1)          | 0     | (0)   |
| 7                    | C      | 815         | 129          | 3   | 132   | 0            | 57    | 58    |
| 8                    | C      | 1,009       | 148          | 4   | 153   | 4            | 70    | 74    |
| 9                    | C      | 271         | 80           | (5) | 75    | (12)         | 11    | (0)   |
| 10                   | MUZ-I  | 916         | 140          | 26  | 166   | 3            | 146   | 149   |
| 11                   | C      | 1,500       | 91           | 0   | 92    | 48           | 48    | 96    |
| 12                   | C      | 3,278       | 183          | 16  | 199   | 109          | 152   | 261   |
| 13                   | C      | 2,661       | 149          | 13  | 161   | 89           | 123   | 212   |
| 14                   | P      | 36          | 3            | 0   | 3     | 1            | 2     | 4     |
| 15                   | C      | 1,196       | 63           | 4   | 67    | 41           | 50    | 91    |
| 16                   | C      | 515         | 29           | 2   | 31    | 17           | 24    | 41    |
| 17                   | C      | 9,398       | 603          | 70  | 674   | 289          | 547   | 837   |
| 18                   | C      | 966         | 54           | 5   | 59    | 32           | 45    | 77    |
| 19                   | C      | 3,812       | 245          | 29  | 273   | 117          | 222   | 339   |
| 20                   | P      | 0           | 0            | 0   | 0     | 0            | 0     | 0     |
| 21                   | P      | 3,249       | 269          | 40  | 309   | 105          | 255   | 360   |
| 22                   | WC     | 13,157      | 135          | 97  | 232   | 640          | 592   | 1,231 |
| 23                   | WC     | 755         | 6            | 5   | 12    | 37           | 33    | 70    |
| 24                   | P      | 463         | 48           | 6   | 54    | 13           | 41    | 54    |
| TOTAL                |        | 47,662      | 2,929        | 352 | 3,281 | 1,566        | 2,748 | 4,315 |



### **Project Traffic Distribution**

The geographic distribution of project traffic was developed from information obtained from the OMPO travel demand forecasting model and from the traffic counts conducted in the area. The distribution patterns, which were based on Year 2020 traffic forecasts from the OMPO model and the 1997 Existing traffic counts, are similar to those used for the cumulative projects as illustrated in Figure 5.

### **Project Traffic Assignment**

The trip distribution identified in Figure 5 was used to assign the project-generated traffic to the local street and highway network. This traffic was then added to the Year 2020 Cumulative Base traffic projections described above to develop Year 2020 Cumulative Plus Project traffic forecasts, which represent future conditions with the addition of project traffic. Figure 9 illustrates these Year 2020 traffic forecasts for the morning and afternoon peak hours at each of the key intersections within the study area. It should be noted that these traffic forecasts have been assigned to a roadway system that includes the proposed improvements included in the Kakaako Makai Area Plan.

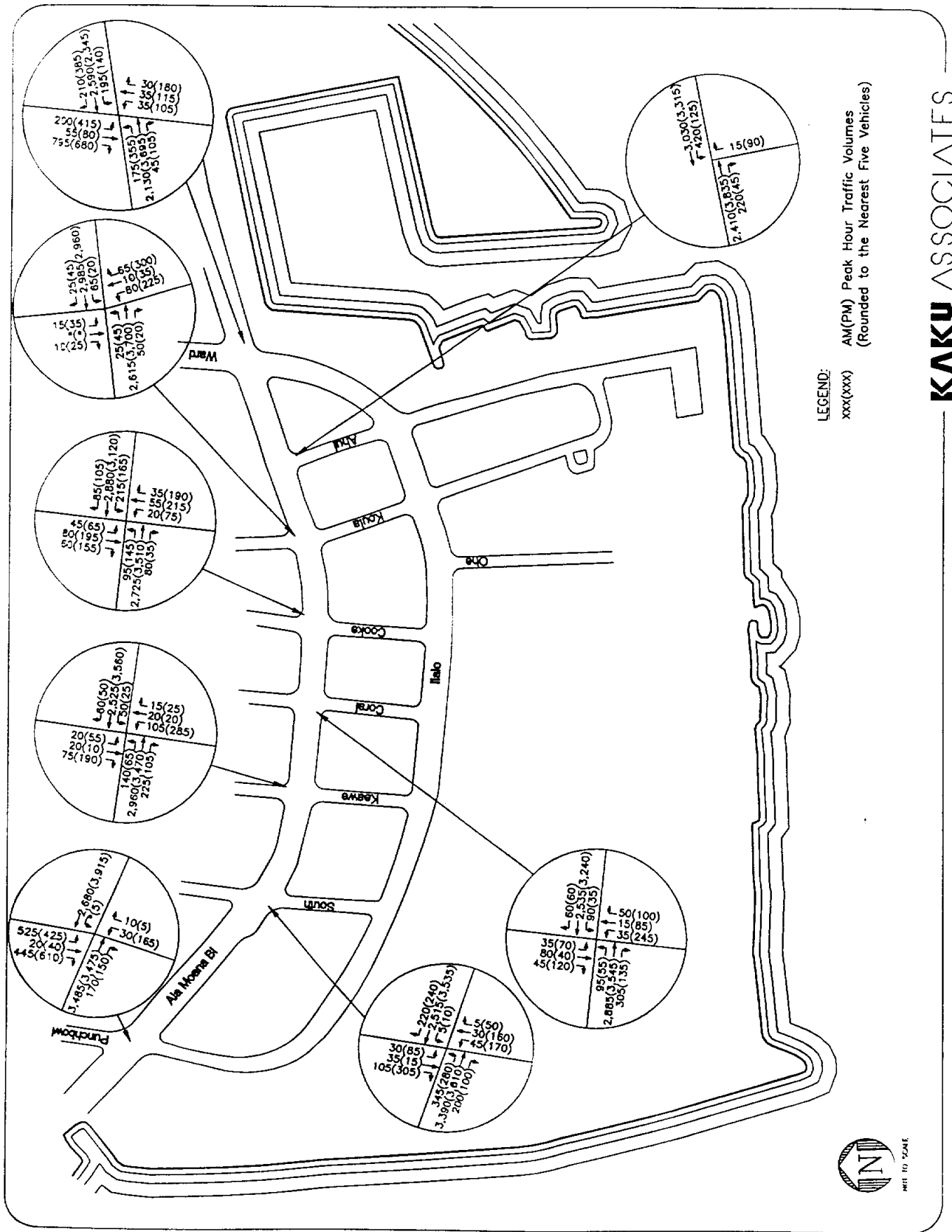


FIGURE 9  
 YEAR 2020 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

**KAKU ASSOCIATES**



## **V. TRAFFIC IMPACT ANALYSIS**

The Year 2020 Cumulative Plus Project traffic forecasts were evaluated to assess the potential impacts of the proposed project on the local and regional highway system. The planning process used in the analysis includes the identification of potential roadway improvements required mitigate these impacts. The description of these measures includes their effectiveness in mitigating the projects impacts on the roadway system.

### **TRAFFIC IMPACT**

The results of the analysis, which are summarized in Table 8, indicate that eight of the nine intersections within the study area would be impacted by the proposed project. The ninth intersection, Ohe Lane/Ala Moana Boulevard, would no longer exist under Cumulative Plus Project conditions. It can be seen that project traffic is expected to increase the V/C ratio at the various intersections by amounts varying from 0.03 to 0.26 and that all eight locations would operate at an unacceptable level of service, i.e., LOS E or F.

### **MITIGATION MEASURES**

Mitigation measures for this project can fall into two general categories. They are:

- Physical roadway improvements that increase the capacity of the street network. These can range from those improvements that are capital intensive and may require the acquisition of additional right-of-way to implement to those that are minor in nature and limited to a localized area.
- Measures designed to reduce the volume of auto trips which are generated by the project by increasing the percentage of trips made by transit or increasing the auto occupancy of the project generated trips. Programs designed to achieve this are referred to as Transportation Demand Management (TDM) programs.

**TABLE 8**  
**YEAR 2020 CUMULATIVE PLUS PROJECT CONDITIONS**  
**INTERSECTION PEAK HOUR LEVEL OF SERVICE**

| INTERSECTION                | PEAK HOUR | YEAR 2020 CUMULATIVE BASE |     | YEAR 2020 CUMULATIVE PLUS PROJECT |     | CHANGE IN V/C | SIGN. IMPACT? |
|-----------------------------|-----------|---------------------------|-----|-----------------------------------|-----|---------------|---------------|
|                             |           | V/C                       | LOS | V/C                               | LOS |               |               |
| 1 Punchbowl St. & Ala Moana | AM        | 0.82                      | D   | 1.06                              | F   | 0.24          | YES           |
|                             | PM        | 0.98                      | E   | 1.17                              | F   | 0.19          | YES           |
| 2 South St. & Ala Moana     | AM        | 0.94                      | E   | 1.00                              | E   | 0.06          | YES           |
|                             | PM        | 1.20                      | F   | 1.34                              | F   | 0.14          | YES           |
| 3 Keawe St. & Ala Moana     | AM        | 0.86                      | D   | 0.89                              | D   | 0.03          | NO            |
|                             | PM        | 1.12                      | F   | 1.21                              | F   | 0.09          | YES           |
| 4 Coral St. & Ala Moana     | AM        | 0.78                      | C   | 0.93                              | E   | 0.15          | YES           |
|                             | PM        | 1.03                      | F   | 1.20                              | F   | 0.17          | YES           |
| 5 Cooke St. & Ala Moana     | AM        | 0.83                      | D   | 0.92                              | E   | 0.09          | YES           |
|                             | PM        | 1.03                      | F   | 1.19                              | F   | 0.16          | YES           |
| 6 Ohe Ln. & Ala Moana       | AM        | 0.62                      | B   | [a]                               | [a] | [a]           | [a]           |
|                             | PM        | 0.74                      | C   | [a]                               | [a] | [a]           | [a]           |
| 7 Koula St. & Ala Moana     | AM        | 0.74                      | C   | 0.80                              | C   | 0.06          | NO            |
|                             | PM        | 0.97                      | E   | 1.13                              | F   | 0.16          | YES           |
| 8 Ahui St. & Ala Moana      | AM        | 0.61                      | B   | 0.87                              | D   | 0.26          | NO            |
|                             | PM        | 0.74                      | C   | 0.98                              | E   | 0.24          | YES           |
| 9 Ward Av. & Ala Moana      | AM        | 0.86                      | D   | 1.03                              | F   | 0.17          | YES           |
|                             | PM        | 1.13                      | F   | 1.27                              | F   | 0.14          | YES           |

Note:

[a] Intersection will be removed in the with project condition.

## Physical Improvements

The first element of the mitigation program for the proposed project involved the identification of feasible and relevant physical roadway improvements for the study area. Because of the mature nature of the area between downtown and Waikiki and the physical characteristics of the roadway system, there are a limited number of improvements that can easily be implemented in the study area. within this context, the following improvement is proposed as the measure designed to mitigate the impacts identified above:

- **Queen Street Widening** - The Mauka Area Plan for the Kakaako Community Development District includes the implementation of a roadway improvement that would convert Queen Street and Halekauwila Street into a one-way couplet between Punchbowl Street and Pensacola Street that would provide an alternative route between downtown Honolulu and the Ala Moana Shopping Center area. The widening of Queen Street to a four or six lane facility between Punchbowl Street Pensacola Street is also being considered as an alternative to this scheme. This alternate route would increase the capacity within the corridor and is designed to divert significant traffic from both Ala Moana Boulevard and Kapiolani Boulevard.

A traffic study conducted in 1996, *Traffic Analysis for Queen-Halekauwila Couplet & Kamakee-Ala Moana Intersection Realignment*, Kaku Associates, October, 1996, indicates that each of these alternative improvement schemes is capable of diverting existing as well as future traffic off of Ala Moana Boulevard and Kapiolani Boulevard onto the new route.

The traffic study was conducted to assess the ability of three roadway improvement alternatives to accommodate future traffic demands in the Mauka Area of Kakaako after completion of the redevelopment plan. The three alternatives considered in the study include the following:

- **Alternative 1 - Queen/Halekauwila One-Way couplet** - proposed in the *Mauka Area Plan, Kakaako Community Development District*, Hawaii Community Development Authority, February 1990, as revised in 1993 with the conversion of Queen Street to a one-way street from Punchbowl Street to a point near Cummins Street where it merges with Halekauwila Street, which is one-way from Richard Street to its merge with Queen Street. Each street would provide three lanes.
- **Four-Lane Queen Street** - widening of Queen Street to four lanes two lanes in each direction from Punchbowl Street to Piikoi Street.

- **Six-Lane Queen Street** - widening of Queen Street to six lanes three lanes in each direction from Punchbowl Street to Piikoi Street.

Under these schemes, traffic would be diverted off of both Ala Moana Boulevard and Kapiolani Boulevard and attracted to the revised roadway. The one-way couplet and the six-lane Queen Street alternatives both provide three lanes of capacity in each direction while the four-lane alternative provides two in each direction. Each is capable of attracting traffic from Ala Moana Boulevard and Kapiolani Boulevard, both of which function as major east-west arterials serving regional needs. Using the Oahu Metropolitan Planning Organization regional travel demand forecasting model, it was estimated that a minimum of 20% of traffic from Ala Moana Boulevard and 15% from Kapiolani Boulevard would be diverted to the improved Queen street facility.

Although this improvement will require the acquisition of some additional right-of-way to construct, because of its inclusion in the Kakaako Community Development Plan, it was considered a realistic and implementable mitigation measure.

#### **Measure to Reduce Vehicle Trips**

Although programs to increase transit usage and the auto occupancy for trips generated by the proposed project would be favorably considered, the project is currently primarily conceptual without specific of knowledge of development types or developers/owners. Therefore, it would be premature to discuss any form of transportation demand management.

### **EFFECTIVENESS OF MITIGATION MEASURES**

The effectiveness of the proposed mitigation measure was analyzed by re-assessing each of the impacted intersections in the study area. Table 9 summarizes the results of this analysis and indicates that the implementation of the mitigation program as described above would mitigate the impacts of the project traffic. The results of the analysis indicate that although all but one of the intersections would continue to operate at LOS E or F, the implementation of the mitigation program would ensure that all of the locations would have V/C ratios that are equal or lower under future conditions with the project than future conditions without the project (and without

**TABLE 9**  
**YEAR 2020 CUMULATIVE PLUS PROJECT WITH MITIGATION CONDITIONS**  
**INTERSECTION PEAK HOUR LEVEL OF SERVICE**

| INTERSECTION                | PEAK HOUR | YEAR 2020 CUMULATIVE BASE |     | YEAR 2020 CUMULATIVE PLUS PROJECT |     | CHANGE IN V/C | SIGN. IMPACT? | YEAR 2020 CUMULATIVE PLUS PROJECT WITH MITIGATION |     | CHANGE IN V/C | RESID. IMPACT? |
|-----------------------------|-----------|---------------------------|-----|-----------------------------------|-----|---------------|---------------|---|-----|---------------|----------------|
|                             |           | V/C                       | LOS | V/C                               | LOS |               |               | V/C   | LOS |               |                |
| 1 Punchbowl St. & Ala Moana | AM        | 0.82                      | D   | 1.06                              | F   | 0.24          | YES           | 0.90  | D   | 0.08          | NO             |
|                             | PM        | 0.98                      | E   | 1.17                              | F   | 0.19          | YES           | 0.99  | E   | 0.01          | NO             |
| 2 South St. & Ala Moana     | AM        | 0.94                      | E   | 1.00                              | E   | 0.06          | YES           | 0.86  | D   | -0.08         | NO             |
|                             | PM        | 1.20                      | F   | 1.34                              | F   | 0.14          | YES           | 1.17  | F   | -0.03         | NO             |
| 3 Keawe St. & Ala Moana     | AM        | 0.86                      | D   | 0.89                              | D   | 0.03          | NO            | 0.75  | C   | -0.11         | NO             |
|                             | PM        | 1.12                      | F   | 1.21                              | F   | 0.09          | YES           | 1.04  | F   | -0.08         | NO             |
| 4 Coral St. & Ala Moana     | AM        | 0.78                      | C   | 0.93                              | E   | 0.15          | YES           | 0.80  | C   | 0.02          | NO             |
|                             | PM        | 1.03                      | F   | 1.20                              | F   | 0.17          | YES           | 1.03  | F   | 0.00          | NO             |
| 5 Cooke St. & Ala Moana     | AM        | 0.83                      | D   | 0.92                              | E   | 0.09          | YES           | 0.79  | C   | -0.04         | NO             |
|                             | PM        | 1.03                      | F   | 1.19                              | F   | 0.16          | YES           | 1.03  | F   | 0.00          | NO             |
| 6 Ohe Ln. & Ala Moana       | AM        | 0.62                      | B   | [a]                               | [a] | [a]           | [a]           | [a]   | [a] | [a]           | [a]            |
|                             | PM        | 0.74                      | C   | [a]                               | [a] | [a]           | [a]           | [a]   | [a] | [a]           | [a]            |
| 7 Koula St. & Ala Moana     | AM        | 0.74                      | C   | 0.80                              | C   | 0.06          | NO            | 0.66  | B   | -0.08         | NO             |
|                             | PM        | 0.97                      | E   | 1.13                              | F   | 0.16          | YES           | 0.98  | E   | 0.01          | NO             |
| 8 Ahui St. & Ala Moana      | AM        | 0.61                      | B   | 0.87                              | D   | 0.26          | NO            | 0.75  | C   | 0.14          | NO             |
|                             | PM        | 0.74                      | C   | 0.98                              | E   | 0.24          | YES           | 0.81  | D   | 0.07          | NO             |
| 9 Ward Av. & Ala Moana      | AM        | 0.86                      | D   | 1.03                              | F   | 0.17          | YES           | 0.90  | D   | 0.04          | NO             |
|                             | PM        | 1.13                      | F   | 1.27                              | F   | 0.14          | YES           | 1.11  | F   | -0.02         | NO             |

Note:

[a] Intersection will be removed in the with project condition.

the mitigations). This indicates that the combination of the roadway improvements planned as part of the project (e.g., the extension of Ward Avenue, Punchbowl Street, and the widening of Ilalo Street) and those proposed as mitigation measures (e.g, widening of Queen Street) would result in future conditions in which the street system would operate better than without the Makai Area Plan.

## **ADEQUACY OF LOCAL ROADWAY SYSTEM**

An analysis was also conducted to evaluate the projected level of service at each of the local intersections internal to the Kakaako Makai area. For the purposes of this analysis, it was assumed that all the intersections would be stop controlled. The lane configurations would be consistent with the geometry illustrated in Figure 8. The results of this analysis, which are summarized in Table 10, indicate that each of the internal intersections would operate at LOS B or better using the Cumulative Plus Project traffic forecasts for the area. The projected levels of service indicate that the internal roadway system is adequate to accommodate traffic through Year 2020.

### **Signal Warrant Analysis**

A signal warrant analysis was conducted for each of the intersection along Ilalo Street to assess the potential justification for the installation of traffic signals. The results of the analysis, as shown in Table 11, indicate that none of the locations meet any of the warrants. The signal warrant analysis worksheets are provided in the Technical Appendix as a separate document for this report.

Since Ilalo Street is envisioned to operate as a pedestrian oriented street with wide sidewalks, on-street parking, and landscaping, it is proposed that several intersections be 4-way stop controlled. Initially, the intersections of South/Ilalo, Cooke/Ilalo, and Koula/Ilalo would have stop signs on all approaches while the traffic would be free-flow on Ilalo Street at the others.



**TABLE 10**  
**YEAR 2020 CUMULATIVE PLUS PROJECT CONDITIONS**  
**INTERSECTION PEAK HOUR LEVEL OF SERVICE**

| INTERSECTION                | AM PEAK HOUR |     | PM PEAK HOUR |     |
|-----------------------------|--------------|-----|--------------|-----|
|                             | DELAY        | LOS | DELAY        | LOS |
| A Punchbowl St. & Ilalo St. | 2.20         | A   | 1.40         | A   |
| B South St. & Ilalo St.     | 3.08         | A   | 3.73         | A   |
| C Keawe St. & Ilalo St.     | 4.70         | A   | 3.83         | A   |
| D Coral St. & Ilalo St.     | 3.79         | A   | 4.54         | A   |
| E Cooke St. & Ilalo St.     | 2.74         | A   | 5.63         | B   |
| F Ohe Ln. & Ilalo St.       | 1.90         | A   | 2.20         | A   |
| G Koula St. & Ilalo St.     | 2.09         | A   | 5.82         | B   |
| H Ahui St. & Ilalo St.      | 9.73         | B   | 4.51         | A   |

Legend:

[1] Intersections are assumed to be stop-controlled. Level of service determined by delay in seconds per vehicle.

**TABLE 11**  
**SUMMARY OF SIGNAL WARRANT ANALYSIS**

| INTERSECTION                | AM PEAK<br>HOUR   | PM PEAK<br>HOUR   |
|-----------------------------|-------------------|-------------------|
|                             | Signal Warranted? | Signal Warranted? |
| A Punchbowl St. & Ilalo St. | NO                | NO                |
| B South St. & Ilalo St.     | NO                | NO                |
| C Keawe St. & Ilalo St.     | NO                | NO                |
| D Coral St. & Ilalo St.     | NO                | NO                |
| E Cooke St. & Ilalo St.     | NO                | NO                |
| F Ohe Ln. & Ilalo St.       | NO                | NO                |
| G Koula St. & Ilalo St.     | NO                | NO                |
| H Ahui St. & Ilalo St.      | NO                | NO                |

## ANALYSIS OF CUMULATIVE CONDITIONS

This traffic study was specifically directed at the analysis of the potential impact of the proposed project, the Kakaako Makai Area Plan, on the local and regional roadway system. Although the analysis has determined that the project may have significant impact on the street system, these impacts can be mitigated with the implementation of a proposed roadway improvement. However, the traffic forecasts identify future traffic conditions that indicate the potential that other issues may need to be addressed.

### Issues Related to Future Traffic

It is recognized that previous studies of the Kakaako Makai Area have resulted in recommendations to implement several roadway improvements, one of which is included in the mitigation program described above. One of the key improvements which is not included is the conversion of Ala Moana Boulevard and Ilalo Street into a one way couplet from Punchbowl Street to Ward Avenue and further east to Piikoi Street. While it is possible that this improvement could improve the operating conditions at many of the intersections on Ala Moana Boulevard, it is important to recognize that there are several negative aspects to this one-way couplet concept. These include the following:

- This concept would require all of the Diamond headbound traffic projected to use Ala Moana Boulevard to be diverted to Ilalo Street. Under Year 2010 Cumulative Plus Project conditions, this would amount to over 4,000 vehicles per hour traveling on Ilalo Street. This compares with a projected two-way volume of 900 vph on Ilalo Street under the roadway plan as currently proposed. Ilalo Street is envisioned to function as a collector street that directly serves the land uses adjacent to it as well as feeding traffic onto and off of the local north-south streets in the area. It is not meant to function as an element of the regional transportation system for this section of Oahu which it would under this concept.
- Ilalo Street would require four through lanes to operate at an acceptable level of service. These four lanes would be expected to operate at a minimum of 35 miles per hour and potentially 40 mph. Four through lanes carrying over 4,000 vph would virtually separate the two sides of Ilalo Street so that the land uses on the two sides would not be able to relate to one another.
- Four lanes in one direction on Ilalo Street would work against the goal of creating a pedestrian-friendly environment in the Makai Area. It would also be viewed as anti-retail by potential merchants, who typically favor two-way streets, and would be disruptive to

the slower scale of activity normally desired for the recreational/retail developments planned for the area.

- The existing nature of Ala Moana Boulevard with six lanes in two directions serves to separate the Mauka Area from the Makai Area. The proposal to convert it to a one-way roadway with only four lanes would be just as divisive especially since traffic under these conditions would be expected to travel at higher speeds. This would result in three separate areas being created with the Makai area being separated from the middle by Ilalo Street and the Mauka area being separated from the middle by Ala Moana Boulevard.
- The one-way couplet would improve operating conditions on Ala Moana Boulevard between South Street and Ahui Street but conditions at the intersections of Ala Moana Boulevard with Punchbowl Street and Ward Avenue would be worse. Also, the intersections along Ilalo Street would all be worse.

## Conclusions

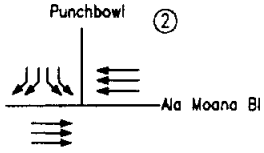
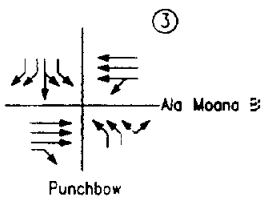
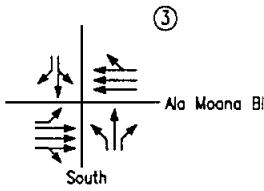
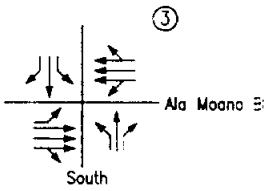
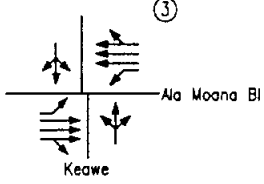
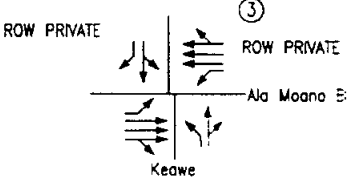
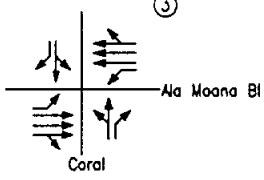
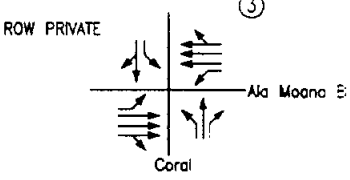
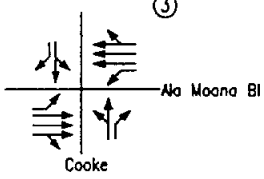
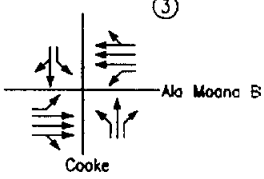
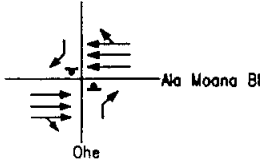
Several conclusions regarding traffic conditions in study area in general and the project site specifically can be reached as a result of this traffic impact analysis. These conclusions include the following:

- The implementation of the proposed project is expected to result in the generation of a significant volume of traffic to the area. This project traffic is projected to have a significant impact at eight of the nine intersections evaluated as part of this study and location within the study area.
- Appropriate measures have been identified which would mitigate all of the project-related impacts on the street system. The mitigation measure is a major physical roadway improvement to the Mauka roadway system.
- As a result of the completion of the project, its associated roadway improvements, and the implementation of the proposed mitigation measure, each of the intersections in the study area would operate at level of service that is equal to or better than without the project.
- Despite the fact that the project-generated impacts can be mitigated and operating conditions would be equal to or better than without the project, all but one of the eight study area intersections are projected to operate at LOS E or F after completion of the project and the proposed mitigation measures. **However, the LOS and/or the V/C ratio would be worse at each if the proposed project is not implemented.**

## APPENDIX

## APPENDIX FIGURES

# INTERSECTION LANE CONFIGURATIONS

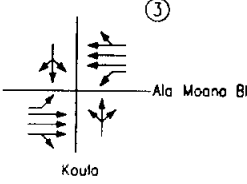
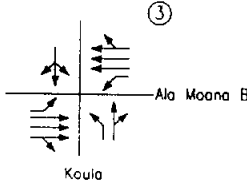
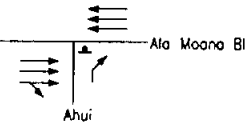
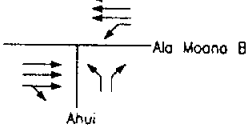
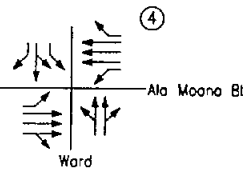
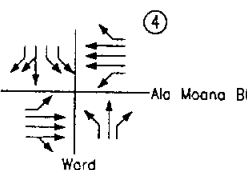
|                                | Existing /<br>Year 2020 Cumulative Base<br>Conditions                               | Year 2020<br>Cumulative Plus Project<br>Conditions                                   | Year 2020<br>Cumulative Plus Project<br>With Mitigation<br>Conditions |
|--------------------------------|---|--|---|
| 1. Punchbowl &<br>Ala Moana Bl |    |    | NO MITIGATION<br>REQUIRED   |
| 2. South &<br>Ala Moana Bl     |    |    | NO MITIGATION<br>REQUIRED   |
| 3. Keawe &<br>Ala Moana Bl     |   |   | NO MITIGATION<br>REQUIRED   |
| 4. Coral &<br>Ala Moana Bl     |  |  | NO MITIGATION<br>REQUIRED   |
| 5. Cooke &<br>Ala Moana Bl     |  |  | NO MITIGATION<br>REQUIRED   |
| 6. Ohe &<br>Ala Moana Bl       |  | REMOVED UNDER<br>PROJECT CONDITION   | REMOVED UNDER<br>PROJECT CONDITION                                    |

## Legend:

③ Number of Critical Signal Phases

▲ Stop Sign

# INTERSECTION LANE CONFIGURATIONS

|                            | Existing /<br>Year 2020 Cumulative Base<br>Conditions                              | Year 2020<br>Cumulative Plus Project<br>Conditions                                  | Year 2020<br>Cumulative Plus Project<br>With Mitigation<br>Conditions |
|----------------------------|--|---|---|
| 7. Koula &<br>Ala Moana Bl |   |   | NO MITIGATION<br>REQUIRED   |
| 8. Ahui &<br>Ala Moana Bl  |   |   | NO MITIGATION<br>REQUIRED   |
| 9. Ward &<br>Ala Moana Bl  |  |  | NO MITIGATION<br>REQUIRED   |

## Legend

- ③ Number of Critical Signal Phases
- ▲ Stop Sign



## APPENDIX TABLES

**TABLE A-1**  
**TRIP GENERATION ESTIMATES**  
**7.5 MILLION SQUARE FEET DEVELOPMENT CAPACITY**

| LAND USE                              | Size             | Daily Trips    | AM Peak Hour |              |              | PM Peak Hour |              |              |
|---------------------------------------|------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                       |                  |                | In           | Out          | Total        | In           | Out          | Total        |
| <b><u>Public Land</u></b>             |                  |                |              |              |              |              |              |              |
| <b>Commercial Zones</b>               |                  |                |              |              |              |              |              |              |
| 1 Commercial Office                   | 2,995,680 sf     | 18,338         | 2386         | 295          | 2,681        | 387          | 1,890        | 2,277        |
| <u>less auto-occupancy reduction</u>  |                  | <u>(3,693)</u> | <u>(481)</u> | <u>(59)</u>  | <u>(540)</u> | <u>(78)</u>  | <u>(381)</u> | <u>(459)</u> |
| Net Office                            |                  | 14,645         | 1,905        | 235          | 2,141        | 309          | 1,509        | 1,818        |
| 2 Street Retail                       | 620,000 sf       | 22,105         | 300          | 176          | 476          | 1049         | 1,049        | 2,098        |
| <u>less retail pass-by</u>            | 10%              | <u>(2,211)</u> | <u>(30)</u>  | <u>(18)</u>  | <u>(48)</u>  | <u>(105)</u> | <u>(105)</u> | <u>(210)</u> |
| Generated retail                      |                  | 19,895         | 270          | 158          | 428          | 944          | 944          | 1,888        |
| <u>less auto-occupancy reduction</u>  |                  | <u>(3,524)</u> | <u>(48)</u>  | <u>(28)</u>  | <u>(76)</u>  | <u>(167)</u> | <u>(167)</u> | <u>(334)</u> |
| Net Retail                            |                  | 16,371         | 222          | 130          | 352          | 777          | 777          | 1,554        |
| 3 Attractions:                        |                  |                |              |              |              |              |              |              |
| Aquarium                              | 200,000 sf       | 348            | 1            | 0            | 1            | 11           | 7            | 18           |
| Childrens Discovery Center            | 36,000 sf        | 63             | 0            | 0            | 0            | 2            | 1            | 3            |
| Museum                                | 75,000 sf        | 130            | 0            | 0            | 0            | 4            | 3            | 7            |
| Cultural Facility                     | 39,000 sf        | 68             | 0            | 0            | 0            | 2            | 2            | 4            |
| <u>Performing Arts Theater</u>        | <u>50,000 sf</u> | <u>3,890</u>   | <u>5</u>     | <u>6</u>     | <u>11</u>    | <u>289</u>   | <u>18</u>    | <u>307</u>   |
| Subtotal                              | 400,000 sf       | 4,499          | 6            | 6            | 12           | 308          | 31           | 339          |
| 4 Light Industrial                    | 760,540 sf       | 5,301          | 581          | 119          | 700          | 89           | 656          | 745          |
| <u>less auto-occupancy reduction</u>  |                  | <u>(1,068)</u> | <u>(117)</u> | <u>(24)</u>  | <u>(141)</u> | <u>(18)</u>  | <u>(132)</u> | <u>(150)</u> |
| Net Industrial                        |                  | 4,233          | 464          | 95           | 559          | 71           | 524          | 595          |
| <b>Waterfront Commercial</b>          |                  |                |              |              |              |              |              |              |
| 1 Waterfront Retail                   | 605,780 sf       | 21,787         | 296          | 173          | 469          | 1034         | 1,033        | 2,067        |
| <u>less retail pass-by</u>            | 10%              | <u>(2,179)</u> | <u>(30)</u>  | <u>(17)</u>  | <u>(47)</u>  | <u>(103)</u> | <u>(103)</u> | <u>(207)</u> |
| Generated retail                      |                  | 19,608         | 266          | 156          | 422          | 931          | 930          | 1,860        |
| <u>less auto-occupancy reduction</u>  |                  | <u>(3,473)</u> | <u>(47)</u>  | <u>(28)</u>  | <u>(75)</u>  | <u>(165)</u> | <u>(165)</u> | <u>(330)</u> |
| Net Retail                            |                  | 16,136         | 219          | 128          | 348          | 766          | 765          | 1,531        |
| Public Land Subtotal                  | 5,382,000 sf     | 55,884         | 2,817        | 595          | 3,412        | 2,231        | 3,606        | 5,837        |
| <b><u>Private Land</u></b>            |                  |                |              |              |              |              |              |              |
| 1 Commercial Office                   | 1,935,000 sf     | 13,178         | 1699         | 210          | 1,909        | 280          | 1,370        | 1,650        |
| <u>less auto-occupancy reduction</u>  |                  | <u>(2,654)</u> | <u>(342)</u> | <u>(42)</u>  | <u>(384)</u> | <u>(56)</u>  | <u>(276)</u> | <u>(332)</u> |
| Net Office                            |                  | 10,524         | 1,357        | 168          | 1,524        | 224          | 1,094        | 1,318        |
| 2 Street Retail                       | 213,000 sf       | 11,337         | 160          | 94           | 254          | 531          | 531          | 1,062        |
| <u>less retail pass-by</u>            | 30%              | <u>(3,401)</u> | <u>(48)</u>  | <u>(28)</u>  | <u>(76)</u>  | <u>(159)</u> | <u>(159)</u> | <u>(319)</u> |
| Generated retail                      |                  | 7,936          | 112          | 66           | 178          | 372          | 372          | 744          |
| <u>less auto-occupancy reduction</u>  |                  | <u>(1,405)</u> | <u>(20)</u>  | <u>(12)</u>  | <u>(31)</u>  | <u>(66)</u>  | <u>(66)</u>  | <u>(132)</u> |
| Net Retail                            |                  | 6,530          | 92           | 54           | 146          | 306          | 306          | 612          |
| Private Land Subtotal                 | 2,148,000 sf     | 17,054         | 1,449        | 221          | 1,670        | 529          | 1,400        | 1,930        |
| Total auto and internal capture trips |                  | 72,938         | 4,266        | 816          | 5,082        | 2,760        | 5,006        | 7,767        |
| Reduction for internal capture trips  |                  |                |              |              |              |              |              |              |
| Residential-Office                    |                  | 0              | 0            | 0            | 0            | 0            | 0            | 0            |
| Residential-Retail                    |                  | 0              | 0            | 0            | 0            | 0            | 0            | 0            |
| <u>Office-Retail</u>                  |                  | <u>5034</u>    | <u>127</u>   | <u>127</u>   | <u>254</u>   | <u>471</u>   | <u>471</u>   | <u>941</u>   |
| Total                                 |                  | <u>(5034)</u>  | <u>(127)</u> | <u>(127)</u> | <u>(254)</u> | <u>(471)</u> | <u>(471)</u> | <u>(941)</u> |
| TOTAL DEVELOPMENT                     | 7,530,000 sf     | 67,904         | 4,139        | 689          | 4,828        | 2,289        | 4,535        | 6,826        |

**TABLE A-2  
TRIP GENERATION ESTIMATES  
EXISTING CONDITIONS**

| TAX-MAP-PARCEL | LAND USE                                 | Size                | Daily Trips        | AM Peak Hour    |                 |                  | PM Peak Hour     |                  |                  |
|----------------|--|---------------------|--------------------|-----------------|-----------------|------------------|------------------|------------------|------------------|
|                |  |                     |                    | In              | Out             | Total            | In               | Out              | Total            |
| 2-1-15         | Street Retail                            | 57,009 sf           | 4,974              | 74              | 43              | 117              | 229              | 230              | 459              |
|                | <del>less retail pass-by</del>           | 40%                 | <del>(1,990)</del> | <del>(30)</del> | <del>(17)</del> | <del>(47)</del>  | <del>(92)</del>  | <del>(92)</del>  | <del>(184)</del> |
|                | Generated retail                         |                     | 2,984              | 44              | 26              | 70               | 137              | 138              | 275              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(529)</del>   | <del>(8)</del>  | <del>(5)</del>  | <del>(12)</del>  | <del>(24)</del>  | <del>(24)</del>  | <del>(49)</del>  |
|                | Net Retail                               |                     | 2,456              | 37              | 21              | 58               | 113              | 113              | 227              |
|                | Industrial                               | 633,025 sf          | 4,412              | 483             | 99              | 582              | 74               | 546              | 620              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(781)</del>   | <del>(86)</del> | <del>(18)</del> | <del>(103)</del> | <del>(13)</del>  | <del>(97)</del>  | <del>(110)</del> |
|                | Net Industrial                           |                     | 3,631              | 398             | 81              | 479              | 61               | 449              | 510              |
| 2-1-58         | Street Retail                            | 98,360 sf           | 6,995              | 101             | 60              | 161              | 325              | 324              | 649              |
|                | <del>less retail pass-by</del>           | 40%                 | <del>(2,798)</del> | <del>(40)</del> | <del>(24)</del> | <del>(64)</del>  | <del>(130)</del> | <del>(130)</del> | <del>(260)</del> |
|                | Generated retail                         |                     | 4,197              | 61              | 36              | 97               | 195              | 195              | 390              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(743)</del>   | <del>(11)</del> | <del>(6)</del>  | <del>(17)</del>  | <del>(35)</del>  | <del>(34)</del>  | <del>(69)</del>  |
|                | Net Retail                               |                     | 3,453              | 50              | 30              | 79               | 160              | 160              | 321              |
|                | Industrial                               | 167,056 sf          | 1,164              | 128             | 26              | 154              | 20               | 144              | 164              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(206)</del>   | <del>(23)</del> | <del>(5)</del>  | <del>(27)</del>  | <del>(3)</del>   | <del>(26)</del>  | <del>(29)</del>  |
|                | Net Industrial                           |                     | 958                | 105             | 22              | 126              | 16               | 119              | 135              |
| 2-1-59         | Street Retail                            | 254,000 sf          | 12,655             | 177             | 104             | 281              | 594              | 594              | 1,188            |
|                | <del>less retail pass-by</del>           | 30%                 | <del>(3,797)</del> | <del>(53)</del> | <del>(31)</del> | <del>(84)</del>  | <del>(178)</del> | <del>(178)</del> | <del>(356)</del> |
|                | Generated retail                         |                     | 8,859              | 124             | 73              | 197              | 416              | 416              | 832              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(1,569)</del> | <del>(22)</del> | <del>(13)</del> | <del>(35)</del>  | <del>(74)</del>  | <del>(74)</del>  | <del>(147)</del> |
|                | Net Retail                               |                     | 7,290              | 102             | 60              | 162              | 342              | 342              | 684              |
|                | Industrial                               | 177,465 sf          | 1,237              | 136             | 28              | 163              | 21               | 153              | 174              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(219)</del>   | <del>(24)</del> | <del>(5)</del>  | <del>(29)</del>  | <del>(4)</del>   | <del>(27)</del>  | <del>(31)</del>  |
|                | Net Industrial                           |                     | 1,018              | 112             | 23              | 134              | 17               | 126              | 143              |
| 2-1-60         | Industrial                               | 494,050 sf          | 3,444              | 377             | 77              | 455              | 58               | 426              | 484              |
|                | <del>less auto-occupancy reduction</del> |                     | <del>(610)</del>   | <del>(67)</del> | <del>(14)</del> | <del>(81)</del>  | <del>(10)</del>  | <del>(75)</del>  | <del>(86)</del>  |
|                | Net Industrial                           |                     | 2,834              | 310             | 64              | 374              | 48               | 351              | 398              |
| <b>TOTAL</b>   |  | <b>1,880,965 sf</b> | <b>21,640</b>      | <b>1,113</b>    | <b>300</b>      | <b>1,413</b>     | <b>758</b>       | <b>1,660</b>     | <b>2,418</b>     |

Source: HCDA

**TABLE A-3**  
**PROVISIONAL PROJECT TRIP GENERATION ESTIMATES**

| Scenario                           | Daily Trips   | AM Peak Hour |            |              | PM Peak Hour |              |              |
|------------------------------------|---------------|--------------|------------|--------------|--------------|--------------|--------------|
|                                    |               | In           | Out        | Total        | In           | Out          | Total        |
| Cumulative Plus Project Condition  | 67,904        | 4,139        | 689        | 4,828        | 2,289        | 4,535        | 6,826        |
| Existing Condition                 | 21,640        | 1,113        | 300        | 1,413        | 758          | 1,660        | 2,418        |
| <b>PROVISIONAL TRIP GENERATION</b> | <b>46,264</b> | <b>3,026</b> | <b>389</b> | <b>3,415</b> | <b>1,531</b> | <b>2,875</b> | <b>4,408</b> |